MORFORD'S

SHORT TRIP

M

GUIDE TO

EUROPE.

Restriction removed.
RESERVED
FOR
HALL USE.

Accessions
148050
Shelf No.
22752
FOUNDED 1852
SIC PARVIS SIT DEUS NOBIS
MAGNIS PROMPTE DONATA A.D. 1872
BOSTONIA
CONDITA A.D.
1630.
BOSTON PUBLIC LIBRARY
Received May. 20 1875

[MUTUAL LIFE INSURANCE CO'S BUILDING. NEW YORK.]

IMPORTANT

CAUTION

Do not write in this book or mark it with pen or pencil. Penalties are imposed by the Revised Laws of the Commonwealth of Massachusetts, Chapter 208, Section 83.

B.P.L. FORM NO. 609: 5.4.27:250M.

MORFORD'S
SHORT-TRIP GUIDE
TO
EUROPE.
[1875.]

COMPRISING TOURS IN

ENGLAND, SCOTLAND, IRELAND, WALES, FRANCE, HOLLAND, BELGIUM, GERMANY, AUSTRIA, SWITZERLAND, ITALY, SPAIN, &c.,

WITH

HINTS FOR RUSSIA, SWEDEN, THE EAST, &c.,

A COLLECTION OF

TRAVELERS' PHRASES IN FRENCH AND GERMAN,

AND

SKELETON TOURS IN AMERICA.

By HENRY MORFORD,

AUTHOR OF "OVER SEA," "PARIS IN '67," ETC., ETC.

NEW YORK:
LEE, SHEPARD & DILLINGHAM.

BOSTON:
LEE & SHEPARD.

PHILADELPHIA:
J. B. LIPPINCOTT & CO.

LONDON:
W. H. SMITH & SON, 186, STRAND.

PARIS:
CHAS. LE GAY, 1 RUE SCRIBE;
LOUIS, 20 RUE DES ACACIAS, AVENUE DE LA GRANDE ARMÉE.

Entered according to Act of Congress, in the year 1875,
BY HENRY MORFORD,
in the Office of the Librarian of Congress, at Washington, D. C.

The Aldine Company, Printers, 23 Liberty St., N. Y.

TABLE OF CONTENTS.

	Page.
Cost of Short European Trips,	5
Time Necessary on Trips,	15
Preparations for Going Over,	25
What to Do and Avoid on Shipboard,	39
Look-Outs and Land-Makings,	49
Entering Foreign Countries,	67
Short Trips in Ireland,	73
" in Scotland,	93
" in England (and Wales),	122
Crossing from England to the Continent,	171
Itinerary of Principal Points, from the Dover and Ostend Routes,	176
Short Trips in Belgium,	179
" on the Rhine,	184
" in Holland, Germany, &c.,	191
Cities and Places of Interest, in Holland, Germany, Austria, &c.,	194
Short Trips in Switzerland,	215
" in France,	233
Across the Alps to Italy,	270
Short Trips in Italy,	282
" in Spain,	315
Hints for Russia, Norway, Sweden, etc.,	324
Hints for a Short Tour in the East,	325
Useful Phrases in French and German,	335
European Money in American Coin,	358
London and Paris Guide,	361
Bell Time at Sea,	367
Most Direct Routes, from London and Paris,	369
Skeleton Tours in America,	377
The Centennial at Philadelphia,	398
Steamship Lines and Banking Houses,	—
European Hotels for American Travellers,	—
Reminders for Ramblers,	—

178,05-0
May 20, 1875.

ADVERTISEMENT,

TO THE EDITION FOR 1875.

THE editions of the "SHORT-TRIP GUIDE," for the eighth year, 1875, will be found to retain all the features of freshness, conciseness, reliability, and absence of all tiresome and unnecessary verbiage, which have made the previous editions, since its commencement in 1868, so popular, and (if concurrent personal testimony may be credited) so useful to Americans in Europe. At the same time many and important changes have been made, in faithful pursuance of the original plan—*not to allow a single page to stand without rewriting or alteration, when additional observation or late event has rendered alteration necessary.*

Among the favorite new features of late years, to be found retained in the present issue, are the fuller descriptions of Vienna, Dresden, Berlin, and some of the other continental cities, now dividing with Paris the leading interest of Americans; and the concise and very valuable tabular papers, "Most Direct Routes from London and Paris, to Principal Cities in Europe," with Fares, Time, etc., (pp. 369 and following.) And among other late features, will be found a careful and complete list of "Optional Routes: Choices of Successions for Short-Trips on the Continent" (pp. 191 and following), by consultation of which the most intelligent courses for saving time, money and fatigue, may be arrived at with remarkable ease; a material amplification of "Hints for Poland, Russia, Sweden, etc.," making the great Northern Tour more intelligible than it has been

rendered in any previous publication; important additions of routes in Ireland, opening the West, by new lines of rail lately completed; and newly-arranged tours along the Mediterranean, to Nice, Monaco, Mentone, and all the health resorts of that region. Other alterations have been made, wherever late event or discovery has made them necessary; and the author-proprietor believes and claims that the "SHORT-TRIP GUIDE," for 1875, will be pronounced singularly complete and perfect for the supplying of that general information which forms its chief intention.

With reference to the latter point—the *general usefulness* of the work, for American guidance—perhaps it may be pardonable to quote the language of a prominent official connected with the U. S. government, on his way home, very lately, from an extended European tour, and speaking to a ship-board acquaintance: "My party, in our travels through the British Islands and on the Continent had nearly all the Guide-Books, and *all* the American; and it is only justice to say that after due examination, though using some of the larger and the local Guides, occasionally, for particulars not allowed by its limited space—*we found Morford's the book to arrange routes and travel by*, and made it our chief dependence, throughout."

With thanks alike for liberal patronage, warm commendation and valuable suggestion, the author-proprietor commends his eighth issue to the same appreciation accorded to its predecessors, and whatever of an increase in *clientelle* may be deserved by additional labor and longer experience.

NEW YORK AND LONDON,
March, 1875.

THE SHORT-TRIP GUIDE.

(1875.)

COST OF SHORT EUROPEAN TRIPS.

Of course the question *Whether to go to Europe at all?* underlies, with Americans, both those others: *How to go?* and *Where to go?* The distance (of which something more will be said directly,) is known to be great, between the New and Old Worlds, though it is really only about one-eighth of that around the globe.

With many men *Time* is the great object, and the want of it the great hindrance; though they may annually spend quite as much of it as would be necessary for a summer tour, in dawdling elsewhere, around home or in places seen until they have become tiresome. With a far greater number of those who love Nature and Art to such an extent as to make travel a delight, *Money* is the anxiety, the want of it the hindrance, and the belief that a mint is necessary for anything European, the great bugbear which confines them to one continent.

A large proportion of this is a mistake, originally induced by want of intelligent enquiry, and materially added to by the exaggerations, not to call them falsehoods, of those who have been over the desired routes. While "going to Europe" was principally confined to the wealthy few or those driven by business demands, it was at once an easy and a tempting thing to do, to add to the supposed importance of what had been done, by overstating the cost as well as enlarging on the personal adventure and peril; and, truth to say, the habit has not yet quite died out, now when the many follow in the track of the few and detection is so much easier. Mr. Longbow, who supplies (as he believes) the centre at home of an admiring circle, not many members of which are likely to follow him abroad—cannot resist the temptation to show, when he returns, that he has been doing, in the way of cost, what *they* had better not attempt if they do not wish to fail miserably; and Madame La Mode, flaunting in home-circles the silks and jewelry purchased during the previous summer at Paris, *will* enlarge a little upon the cost of not only the silks and jewelry, but of getting into the "society" in which she figured in the great capitals.

Travelers tell "travelers' stories," in a pecuniary as well as an adventurous point of view: that is the truth briefly told; and those stories frighten away many who would else enlarge their knowledge of life by seeing other continents than their own.

Not that many Americans fail to spend enormous amounts abroad: it is a shameful fact that we *do*

spend more money, on an average, in travel, than any other nation beneath the sun. It is easy for the writer to recal to mind one gentleman of New York, without landed estates, the working of capital, or other resources than his own hard-working energy and talent, who, during two-and-a-half months of the summer of 1865, in England and France alone, and principally about London and Paris, spent, unaccompanied, between $7,000 and $8,000, and borrowed money in London for his passage homeward! And during the summer of 1867, a well-known gentleman of fortune, of New York, visiting London and Paris with his wife and child, and going no step beyond the latter city, found the $8,000 (gold) which he had taken with him, insufficient, and drew on New York for $2,000 additional. Very possibly these figures do not even approach the amount of money spent by each one of many wealthy or wasteful Americans during corresponding periods : they are only given as instances happening to fall under personal knowledge.

So much for what may be spent in very brief tours, by those who can afford plenty of money, or think that they can do so : now for what may be saved, or rather for the question upon how little these brief tours may really be made, without discomfort or painful compromise of position.

There was a country clergyman, not far from one of the large American cities, who, having united a couple in marriage, some quarter of a century ago, was privately enquired of by the well-to-do bridegroom, shortly after the completion of the ceremony,

as to the amount due for that performance. "Well," answered the clergyman, "I have no fixed price for such services. People generally pay me according to their means and what they think that they can afford. Sometimes I get as high as fifty dollars: twenty dollars; ten; five; and one man, not long ago, paid me—ha! ha!—only think of it!—only twenty-five cents!" "Humph! twenty-five cents! well, that was reasonable enough!" replied the new-made bridegroom, extracting a quarter from his pocket and handing it over to the astounded official, who had thus given one peep too many into the "extreme economy" of paying for wedding ceremonials!

The application of which is to say that visits to Europe *may* be made by Americans, a little on the principle of the Cincinnatian who burned his lamps all day because "lard oil was cheaper than daylight" —that they *may* go, if they will, quite as cheaply as they can remain at home, possibly a little cheaper. This, however, might be like the twenty-five cents of the penurious bridegroom, and would involve the steerage of the ships, the third-class cattle-pens of the European railways, and lodging somewhere in the back-slums of any cities visited.

Still, even in the steerage on some of the best-appointed lines (about which something definite in due place) passages may be made with much less discomfort than most stay-at-home people suppose; and it is not at all certain that thousands of hardy persons, limited in means, who spend the requisite amounts of time and money on very questionable

home-amusements approaching to vices, might not do well to tempt a little rugged life in the forward parts of the ships that carry over their wealthy brothers in the saloon-cabins. For on those best lines the discomforts, inconveniences and unhealthinesses of steerage-passage have all been materially ameliorated within the past three or four years: the sleeping accommodations on many of them are endurable if no more; the food is almost always plentiful and generally excellent; the amount of amusement enjoyed is always greater than that obtainable by the "stiffer" people at the stern; and the safety to person is necessarily the same except under circumstances of gross carelessness.

Let us see, for the benefit of those very limited in means and still desirous to see a little fragment of the Old World—what would be the absolute cost of doing what emigrants of both sexes and all countries very often do for the sake of spending a few days with friends in the places of nativity. Say that six weeks' time is attainable, and let the cost of that six weeks be measured in current greenbacks.

Steerage passage to Liverpool, $30—return $35: total, $65. Time not on board ship, about three weeks; board, for that time, average of $10 per week, $30. Expenses of sight-seeing about Liverpool, London and some neighboring towns, during that period, $10. Occasional necessary conveyance, the feet being principally trusted to, $25. Incidental expenses, liberally calculated, $20. Total, $150, greenbacks! $20 more would enable the cheap-tourist to land in Ireland on the way, see Dublin,

Cork, Blarney Castle and the Lakes of Killarney; and $30 added to that would supply a run up to Scotland, a view of Edinburgh, Glasgow, the Scottish Lakes and Highlands. Grand total, $200, greenbacks; with a certainty that any economical person, in good health and temper, could reduce that sum by at least $25, or to $175. Another $30 added to the grand total, or from $205 to $230, would afford a run across the British Channel, to Paris, with three or four days' sights of that most enchanting of cities. How many comparatively-poor men are there, with longing and hopeless desires after seeing other countries than their own; who never make any calculation or effort to such an end, and yet who could and would compass it if they fairly understood the comparative trifle for which so much might be enjoyed.

One of the greatest of American travelers, Mr. Bayard Taylor, made his first European excursion under circumstances quite as illiberal as anything here indicated—"did" Great Britain and a very considerable portion of the continent on foot, except with rare instances of riding, and remained not less than six or seven months, his whole expenditure being only about $500, and the fortunate result of his travel that successful volume "Views-A-foot; or, Europe Seen with Knapsack and Staff." And it is very doubtful whether in any portion of his later experience, in all descriptions of traveling "state" up to that of Secretary of Legation at St. Petersburg, he has ever enjoyed his wanderings better than when making that first essay as a poor boy.

But the figures already given represent, of course, the minimum possibility of travel in the most-easily-attainable European countries, compatible with even the decencies of life, without too many of its comforts; and it is, equally of course, with that class of people standing midway between the possible steerage-passenger and the traveler *en prince*, that we have next and principally to do. The most important question of this paper is—*What need be the expenses, for a certain round, of a traveler going first-class and demanding all the comforts, and yet indisposed to waste money on costly luxuries?*

To answer that question, then, as intelligibly as may be consistent with brevity.

For six to seven weeks' absence from home, visiting portions of England, Ireland, Scotland and France, only.

Ticket to Liverpool and return, $180 to $300 (gold)—say an average of $225, for which all necessary comfort and quite sufficient "style" can be secured. Average board of the three weeks off-ship, $15 to $20 per week—say $60. Traveling expenses, railway and carriage fares, etc., $150. Maps, pictures, curiosities, books, etc. (not all necessary, but inevitable), $50. Incidental expenses, for which no name can be given; money to guides, beggars, stewards and servants; money lost and wasted, with an occasional indulgence in a luxury, *not* including costly wines or "society," gambling or other vices—$50. Total, $535 gold; or, with gold at 120, about $640 currency. $75 gold or $105 currency may easily be saved from this, by a *very* careful person, leaving the expenditure $460

gold or $550 currency. For this, necessarily brief but quite satisfactory acquaintance may be made, in succession, with Cork, the Lakes of Killarney, and Dublin, in Ireland; Liverpool, Chester, London (with its surroundings), in England; Dieppe, Rouen and Paris (with its surroundings), in France; Edinburgh, Glasgow and the Perthshire Highlands, in Scotland.

For ten weeks' absence, an estimate of $200 gold additional may safely be made, bringing the total outlay up to say $735 gold or $900 currency; and this will secure, in addition to the round already named, the Cumberland Lakes and Shakspeare Neighborhood of England, with Birmingham, Manchester and York; a more extended examination of both London and Paris; a rapid run through the more frequented parts of Switzerland, and so far into Germany as Baden-Baden and the Black Forest.

For three months' (thirteen or fourteen weeks) absence, another $200 gold may be added, bringing the amount up to say $935, or $1125 currency; and with this all the foregoing may be done, with the addition of some of the principal German cities; the Rhine; Holland and Belgium; the more laborious passes of Switzerland; one or two of the French and English Channel watering-places; the Scottish Western Highlands; and the Giant's Causeway, Belfast and some of the other towns in the North of Ireland.

Four months will add to this another $200 or possibly $250 gold, making the total say $1170, or $1400 to $1450 currency; and with this expenditure to all the foregoing may be added a run across the Alps to the Italian Lakes, Turin, Florence, Rome and

Venice, with return by Marseilles and the South of France and a consequent glimpse of the Mediterranean.

At this point the phrase "short trip" may be said to be exhausted; for only people of liberal means and abundant leisure are likely to go far beyond in any one visit abroad, and to them these calculations possess no interest whatever. Added to what has been already named, Spain and Portugal in one direction; Eastern Germany and Austria in another; Greece, Turkey and the Asiatic and African East in another; and Sweden, Norway, Russia, etc., in yet another—constitute tours not often entered upon by those who have no special interest calling them there, and who have yet occasion to count time and money before starting.

The foregoing figures are certainly not startling, and yet they have been all liberally as well as carefully made, and all of them verified by reliable experience. Twice as much can be *thrown away*, on either route; and a considerable amount above the estimate may be *frittered* away, if due diligence is not observed; but there is no occasion whatever of going beyond the computation, if gross negligences do not allow, or costly luxuries or yet more costly vices do not induce, the additional expenditure.

Common sense, without even the aid of experience, will indicate that there are always possibilities of sickness, accident, or some other cause of detention, levying extraordinary expense—and that, therefore, it is always best to have a little "margin" of money in pocket or within reach; but the chances of either

are scarcely one in an hundred, and on most of the routes specified careful men can save enough from the figures given, to supply themselves with even that "margin," while there is always the option, in the event of unforeseen embarrassment, of *shortening the trip contemplated* and hoping for "better luck next time."

TIME NECESSARY ON EUROPEAN ROUTES.

A CONSIDERABLE portion of what might have been said in this paper, has found place in the one preceding—as in that the round that may be safely attempted within each of certain given periods, has been incidentally mentioned.

But there is room and even necessity for something more, if this little volume is to be made to fulfil its full purpose. For it is especially designed for Americans; and Americans sometimes need to be reminded of their own characteristics, quite as much as others to be informed of them.

There are two misunderstandings, on this question of *Time*, both of which need to be corrected. The first is an impression that *everything* can be done within a limited space, and the other that *nothing!* Americans generally fall into the first error; those who attempt to guide without understanding them, tumble into the second. Not even the most incarnate American can rival Puck and "put a girdle" (even one of travel) "round the earth in forty minutes;" and yet he certainly can go farther and faster with a fair appreciation of what he sees and hears, than any other created being.

The Money obstacle, which keeps at home so many of those who desire to travel and who would travel

but for its existence, has already been alluded to. The obstacle of *Time* is only secondary in importance and scarcely secondary in its effects.

"Oh, there is no use of my going to Europe, with only such a little time at my disposal!" almost pettishly says the prospective possessor of two or three months of leisure. "Think that I am going to cross the Atlantic, without being able to see the whole of it when I *do!* No—wait!"

He does "wait," and one of two things is the result. Either he defers going, until growing entanglements make it impossible, or he rushes over, at last, under the impression that he must repay himself for waiting by going over the whole continent, with all its islands, in the one visit and at railway speed—the last result being that he "conglomerates" everything, even if he sees it, and brings away a dim doubt whether St. Peter's is not on the top of Jura and the great clock of Strasbourg stowed away somewhere in Westminster Abbey or the Madeleine.

Meanwhile the European, or the man of any other country whatever than America, scoffs and sneers at the idea that he can see anything whatever without staying a month in each particular place, and the American obtains a reputation for "rushing too fast" when he is really behaving very sensibly in that regard. It is for the purpose of getting at the truth and the "golden mean" in this special particular, that the present paper is written—for the purpose of inducing less of that fatal "waiting," less of that crowding too many countries together and exhausting energy in seeing things that are really of no conse-

quence when others of the kind have been sufficiently seen and studied.

Assuming the fact that the cause of intelligent travel would be materially subserved by people going over oftener, for special routes and without the weak variety of "the grand tour or nothing!"—assuming this, which is a fact appealing to health, intelligence and common-sense, just as does the propriety of spending one day in every week on the sea-shore at enervating midsummer, instead of working every day for the three hot months in order to find time for two weeks there at the end—*What are the spaces of time really needed by Americans for certain special objects of travel?*

Let us dissect some of the routes already named, as the most intelligible mode of arriving at the time which they really need occupy, to a quick-witted and intelligent traveler.

For the trip of six to seven weeks ($535 gold—$640 currency). Time consumed on ship, going and returning, three weeks, leaving three to four weeks ashore. At and about Cork, 1 day. Cork to Lakes of Killarney, and at Lakes, 2 days. Killarney to Dublin and at Dublin, 2 days. Dublin to Liverpool, ½ day. Liverpool and Chester, 2 days. Liverpool to London, ½ day. London and suburbs, 6 days. London to Paris, with stop at Rouen, 1 day. Paris and suburbs, 5 days. Paris back to London and on to Edinburgh, by York, with lay over of one train there, 2 days. Edinburgh and suburbs, 1½ days. Glasgow and going there, 1½ days. From Glasgow through Perthshire Highlands to Stirling, 1 day.

Stirling to Burns country of Ayrshire, and stop there, 1 day. To Liverpool and return-ship, ½ day. Total, 27½ days—four weeks; some abridgement of time in London or Paris, or the dropping off of some minor excursions being necessary, if the return home within six weeks is peremptory, while within the seven all can be accomplished without difficulty or unpleasant hurry.

(Parenthetically, English rural scenery, among the most beautiful on the globe, is also the least varied, so that one excursion through it affords, with rare exceptions, a type of all, and neither time or money need be expended in dull repetitions. To some extent, the same remarks will apply to old churches and old buildings, when there is no historical interest involved: after seeing the most magnificent or the most noted, the remainder are, to a man without full leisure, rather dull than the reverse.)

For the ten weeks' trip, take same figures, 28 days ashore, and add to them as follows: From Liverpool to the Cumberland Lakes and return, with time there, 2 days. Liverpool to Birmingham and through the Shakspeare neighborhood of Warwickshire, taking the London line at Rugby, 3 days. Paris to Geneva, Berne, Interlaken, Strasbourg and Baden-Baden, and back to Paris, 12 days. Additional time at London and Paris, each 2 days, 4 days. Total on shore, 49 days, or seven weeks.

For the three months' trip (13 to 14 weeks), a different arrangement of time is advisable, as follows: Cork, 1 day. To and at Killarney, 3 days. To Dublin and there, 2 days. By Belfast to Giant's

Causeway and return to Belfast, 4 days. Belfast to Greenock and Glasgow, 1 day. Glasgow, 1 day. From Glasgow, through the Highlands and by Stirling to Edinburgh, 3 days. Edinburgh, 2 days. Edinburgh to Ayrshire and stop there, 1½ days. To the Cumberland Lakes, ½ day. At Cumberland Lakes, 2 days. To Liverpool, ½ day. At Liverpool, Chester, &c., 2 days. To Birmingham, Coventry, Stratford-on-Avon, Warwick, &c., 3 days. To London, 1 day. At London, 6 days. Brighton and Margate, 2 days. To Paris, by Rouen, 1½ days. Paris, 6 days. Paris to Geneva (with excursion to Chamouni), Berne, Interlaken, Lucerne (the Rhigi), Bale, Strasbourg and Baden-Baden, 14 days. Baden-Baden, down the Rhine, and across Germany, Holland and Belgium, returning to England at most convenient point, 8 days. To Liverpool, 1 day. Total, 65½ days—nine weeks and a fraction.

For the yet-more-extended trip of four months, all the last preceding figures may be used, with the option of employing the remaining 25 to 30 days in either of the following modes:

Cross the Alps into Italy, by either of the great passes—(see "Across the Alps to Italy"); see Lakes Como, Garda, Maggiore, etc., and so many of the cities of Turin, Milan, Florence, Rome, Naples, Venice, etc., as may be attainable within the remaining limit of time and expense (the 30 days and about $200 gold), recrossing the Alps to Switzerland by one of the other passes, and thence pursuing the route last-named, through the remainder of Switzerland, Germany, etc.; or—

Abandoning, for this tour, Germany and all beyond that point of Switzerland reached at the time of crossing the Alps, expend the whole remaining, say 40 days and $275 to $300 gold, in visiting more of the Italian cities, the Bay of Naples, Vesuvius, etc., and "doing" Rome more thoroughly, taking steamer on the Mediterranean at some one of the Italian ports for Marseilles, catching a glimpse of Spain and seeing the southwest of France, crossing nearly the whole length of that empire in running back to Paris and a Channel port for the return to England; or—

Pursuing generally the course last marked out, abandon, again, something of the Italian opportunity, and substitute one or two of the towns and a portion of the Mediterranean coast of Spain, still making Marseilles the objective point, and crossing France to Paris and the Channel, as before.

There are, of course, many other options, as well as many other comparatively-brief routes, than those which have now been hurriedly discussed—especially one which should branch off into Eastern Germany and Austria, leaving out Italy and the south altogether; but it is believed that these include the probable preferences of most Americans, and it is beyond question that this understanding and allotment of time and expense will be found, in the main, correct, practical and worthy of study.

And now one or two particulars, with reference to the employment of time, in response to certain questions almost sure to be asked by any foreigner reading the preceding, and quite likely to be put even by Americans:

"*Such brief spaces have been named for some of the most important and interesting places on the globe: how is it possible, for instance, to see anything of either London or Paris in the six to eight days allotted to each?*"

To which the answer is:

First: there are in both cities certain prominent objects, which all need to visit, and beyond which only persons of leisure care to go. In and about London, the Tower; Westminster Abbey; St. Paul's; the Houses of Parliament; Windsor Castle and Park; Buckingham and the other royal palaces; the British and South Kensington Museums; the Crystal Palace; Hyde and the other London parks; Richmond Hill; Kew Gardens, etc., the most interesting objects being all really named. In and about Paris, the Boulevards; the Seine, its quays and bridges; the Louvre; the Tuileries; Notre Dame, the Madeleine and other great churches; the Tuileries Gardens, Place de la Concorde, and Champs Elysees; the Arc d'Etoile and other great monuments; the Bois de Boulogne; the Bourse; Pere la Chaise; Versailles and Sevres; the Hotel des Invalides; the Cathedral Church of St. Denis; some of the concert-gardens, cafes, etc., the leading objects being again named.

Now, to get to one-half of these, on foot or with any arrangement existing in an American city, would be simply impossible, at any moderate outlay. But both London and Paris have cab systems worthy the admiration of the world, and it is in the use of *them* that sight-seeing becomes so easy, cheap and rapid.

Take London, then, the cabs understood, and another fact also understood—that not all the time

desirable is to be used, but enough for very intelligent views. For Westminster Abbey, St. Paul's and the Houses of Parliament, 1½ days. For the Tower, ½ day. Crystal Palace, 1 day. Windsor Castle and Park, ½ day. Richmond, Kew, Hampton Court, etc., 1 day. British Museum and Guildhall (with the Temple), 1 day. Through London Parks and streets, with the Royal Palaces (outside views), the Horse-Guards, Mansion House, Bank of England, Monuments, &c., 1 to 2½ days. Total, 6½ to 8 days, the theatres being visited in the intervening nights by those who choose, and a much better general idea of London being thus acquired by an active and intelligent traveler, than many obtain in months of residence.

Take Paris (not in an "Exposition" year). For Versailles and Sevres, with glimpse of St. Cloud and ride through the whole length of the Bois de Boulogne, 1 day. For Pere la Chaise (cemetery), ½ day. For St. Denis, ½ day. For the great churches, the Pantheon, Notre Dame, St. Roch, the Madeleine, St. Eustache, St. Etienne du Mont, &c., 1 day. For the Tuileries Gardens, Champs Elysees, along the Seine, the bridges, &c., 1 day. For inside the Louvre, with glimpses of that and the other palaces, outside, 1 day. For the Hotel des Invalides, the Champ de Mars, &c., ½ day. For the Hotel de Ville, Place de Greve, Palais Royal, Hotel Cluny, etc.—any or all of them—1 to 3 days, at will. Total, 6½ to 8 days. The Boulevards will necessarily be seen in passing along them on special visits; and so of the great monuments, the Arc d'Etoile, Arc du Carrousel, Colonne de Ven-

dome, Colonne de Juillet, &c.; while the theatres and the concert gardens (Mabille, &c.,) naturally fill the evenings.

Such a distribution of time would inevitably appal the slow and steady Englishman; but not so with the vivacious, quick-moving and quick-seeing American; and nothing more than these two extreme instances can be necessary, it is believed, to demonstrate that the "short-trip" plan and division of time are not only practicable but reasonable, however much even the most hurried might *prefer* to have unlimited time and money at command!

There are, however, certain conditions necessary in practicing the economies of both time and money, of which the figures have been given in the paper just being concluded, and that preceding it. A reasonably thorough understanding of what is intended, is indispensable, if shipwreck is not to be made of all calculations. It is necessary to know to what countries the traveller intends to proceed, and to possess enough of stamina and individuality to prevent continual waiving and altering of plans under the persuasion of old acquaintances met *en route*, or new acquaintances who seem to possess peculiar claims to give advice. Not that no change of plan or calculation is ever advisable, in the new light thrown upon certain routes by personal familiarity with them, or that nothing can be learned from travelling-companions, whether old acquaintances or people chance-met; but that for persons who intend to practice either or both the *economies* before named (time or money), a fair understanding

of the main facts in advance is highly necessary, and yet only of more importance than the power of "sticking to" a plan or arrangement once formed. It is scarcely necessary to add that such an intelligent understanding can only be reached, before going abroad, by reading in advance some of the Guides which travellers are too much in the habit of only purchasing on the very eve of departure or when actually *en route*—and by conversing at length with some one or more of those well-informed acquaintances who are known to have traversed those routes considered most desirable.

PREPARATIONS FOR GOING OVER.

There may need to be another reminder that the following paper, like some of the others to come after it, is especially intended for those who have never before crossed the Atlantic, and that, consequently, some of the advice tendered in it may seem very "A. B. C-ish" to those who have already taken their degree, however low a one, in the academy of travelling experience. To this the suggestion may properly be added, that even some of those who have taken that degree may find themselves none the worse for reading over these hints, even if they do so to dissent from them. An apology may need to be made, too, for the direct and conversational style adopted in this and some other papers; the aim of the author is, in this regard, to come as near as possible to the words and manner that would be used in a personal conversation, with one of the parties doing much more than half of the talking.

One word as to the mode in which whatever of "wisdom" may be here contained—has been acquired. Or let the words be two, and embody them, after the mode of a late lamented dignitary, in a "little story." Once upon a time, when the Shrewsbury river, in New Jersey, was more of a throughfare for passenger-steamboats than it is to-day, a "hard case" of a

river boatman made application to the head of one of the companies for the command of a new boat just launched and about to be put into service. "Why, good heavens!" exclaimed the owner, throwing up eyes and hands in astonishment, "what reason can you possibly give for thinking that I would trust you with a boat? Every one who knows you knows that you have been ashore on every shoal and mud-bank in the river, even when piloting for others." "Precisely the reason why I am the man to take command of the new boat!" replied the incorrigible. "I *have* been ashore, I believe, on every shoal and mud-bank in the river; consequence, I know where they all are, now, and you see I can keep clear of em." The application of which is, that the writer has "been ashore" on most of the "shoals and mud-banks" of rashness, ignorance and comparative poverty, in his experiments at foreign travel, and "knows where they are," now! And if there are some upon which he has *not* been ashore, he has seen friends stranded on them and laid up the experience for himself and others.

1st. Decide whether you can afford time and money to go at all, taking into consideration the before-urged opportunities for economy. Also, decide whether, in going, you leave too much of anxiety, personal or pecuniary, for fair enjoyment; for there is an old adage about the absentee who "drags with each remove a lengthening chain," and there are not charms enough, even in the natural scenery and artistic glories of the Old World, to make such a trip "pay" when the heart or the business-powers must

be left at home. So much decided, and in the affirmative, then

2nd. Having made up your mind, stick to the resolution. Arrange your time of going and make everything work to accommodate *that*, not leave that to accommodate itself to everything. Generally in this as in everything else in life, too long anticipation is not the healthiest or the most profitable, and a voyage not canvassed over for five years in advance is likely to yield more pleasure than one submitted to that length of speculation. Above all things, never boast that you are going, when you have merely *thought of going* and made no definite decision, as friends may remember the farce of "Ladies Beware!" and Mrs. Vavasour's saying: "Lady Ossulton has been talking of going to Italy ever since I can remember; if she intends to go, *why don't she go?*" And there is an instance on record of a young New Yorker of good family, who went to Europe under the influence of as much personal fear as he might have felt in going to his execution—simply because, while trying to "screw his courage to the sticking-point," he had boasted of his intended trip until all his friends began to make it, and *him*, a by-word, and the lady to whom he was engaged finally declared that "if he didn't go and thus prove that he was not afraid to do so, she would never marry him until she was grayer than Methusaleh's grandmother!" Rumor said that he was on the point of being set ashore at Sandy Hook, or taken off by the pilot-boat, after proceeding down the bay, but that the fear of ridicule deterred him and he made a voyage of continued torture,

simply because he had "declared his intentions" too widely.

3d. Having resolved upon time of going and probable duration of trip, and selected the line of steamers by which the outward voyage is to be made (a selection which may be a little aided by the perusal of another paper in this connection), do not permit the paltry folly of wishing to keep a certain number of dollars for a few days longer in pocket, to prevent the early taking of a passage. The best state-rooms on any favorite steamship are likely to be first taken up ; and even in the event of any accident occurring, rendering an alteration of plans necessary, there is rarely any difficulty in disposing of a well-located berth, while most of the companies, at any time before the "eleventh hour," will transfer the passenger from one steamer to a later one, if a change of time is all the deviation from the original plan rendered necessary.

4th. If suddenly-occurring events happen to have changed the calculation in the other direction, and the plan of going is formed almost at the very moment when some favorite steamer is about to sail, never heed the stories so likely to be told, that "the steamer is full and you cannot get a place!" There is nearly always room for "one passenger more," as there is in an avenue-car, though without the discomfort ; and if the worst comes to the worst, it is a very rare case when some one of the officers of the ship cannot be found ready to give up his room for the run, at the inducement of no-very-large addition to the price of the passage-ticket. These are suggestions

for extreme cases, however: as before said, passage had much better be taken early, whenever possible; though a certain well-known traveller, who makes many and pleasant voyages across the Atlantic, has the reputation of never engaging a berth until the day of sailing, when he goes quietly on board, plumps down his big trunk, and calmly advises the officers of the ship that "he is going over, and the sooner they arrange to find him a comfortable room, the less trouble they will be likely to have!" a hint always acted upon at once.

5th. In selecting berths, when a good opportunity for choice remains, always aim to get as near as possible to the midships of the vessel—a consideration of not much consequence to old voyagers with strong nerves, but of great importance to landsmen, as every foot of distance from the waist increases the amount of motion in a heavy sea; and not only is the danger of sea-sickness less amidships, but the chances of having sleep broken by the "pitch" of a "head" or "following" sea are proportionably decreased when so located. The same principle applies, in a less degree, to the question of outside or inside rooms (those inside or outside of the gangways). There is much less effect from the "roll," in a "beam" sea, for those occupying inner berths; but there is always much less light for reading or any other purpose, and the one advantage will probably balance the other, except in winter passages, when the inner rooms are altogether preferable.

6th. No guide-book, probably, ever contained a hint of the advice to be embodied in this paragraph;

and yet there is no word of advice, of the whole, more important. Unless that miserable being, a "man of letters," and thus compelled to be always reading—there are few intending voyagers, male or female, who will not be the better for a little "reading up" as to the countries about to be visited. A fresh glance at the atlas, to see how they lie and the relations which they bear to each other, is almost indispensable, even to some of us who flatter ourselves (before we think the second time) that we learned our geography and have kept pretty well up with it ever since. And there is not one in fifty who would not be the better qualified for enjoyment abroad, by running over some comprehensive history of each of the principal countries. To freshen up in English, Scottish and Irish history, is almost indispensible on the eve of a trip merely to Great Britain; and the same may be said, or very nearly, of French history, especially that of Napoleon and the Revolution, if the Channel is to be crossed for anything more than the merest glance. For England, too, a running over of Shakspeare is never out of place, whether for London or Warwickshire; while some knowledge of Scott's leading novels, the "Heart of Mid-Lothian," "Bride of Lammermoor," "Rob Roy," &c., of the "Lady of the Lake," and of Burns' simpler songs, makes half the charm of a run over the Border and through the Scottish Highlands; and there is at least policy in knowing something of Lever's, Carleton's, and Gerald Griffin's novels, of Moore's poems, and some of the simpler legends and stories of the peasantry, before setting foot in Ireland. This

advice would not seem so far-fetched or of so little consequence, had all readers heard what the writer has done: people of wealth and supposed intelligence, on the point of airing their money and position by European tours, and asking friends, covertly, on the very verge of departure, to "tell them some of the most important things that had happened in England, France and a few of them countries"—or buttonholing chance-met acquaintances, in the stable yard of the Red Horse, at Stratford-on-Avon, to ask "who that Shakspeare was, that the people made so much fuss about?—if he fit, or writ, which was it?"

7th. Avoid the nonsense which may be so easily put into the mind, of trying to learn any of the languages of the non-English-speaking countries to be visited, in the brief space intervening between arrangment and departure. Those who have some acquaintance with French, German or Italian, as the case may be, will be all the better and none the worse for "rubbing up" as much as possible, through reading, translation or conversation; but for those who know nothing of the languages, to attempt mastering them, is simply nonsense. There are English-speaking people, now, almost everywhere on the Continent—English servants, guides, couriers, etc., and often English-speaking landlords; and for those not linguists, the best plan is to arrange for joining company with those who do speak the languages of the countries about to be visited, or to depend upon chance-met speaking of English. There are a certain set of enquiries and answers, however, connected with buying tickets, taking trains, hiring cabs, finding lodgings, making small

purchases, discovering directions, etc., which may be committed to memory without much trouble and without the miserable affectation of supposing that this is "learning a language;" and for the benefit of those who prepare themselves to that extent, a few of these phrases are set down, at the close of the present volume, with their meanings in English, and the instances in which they are likely to be found useful.

8th. Another "rubbing up" is advisable though not absolutely indispensible. Thousands of questions about America, its physical appearance, wealth, working of government, industrial aspects, etc., are constantly asked of Americans on their travels, supposed to be of the average intelligence, by foreigners whom they chance to meet; and it is decidedly pleasant as well as proper, not to be three or four thousand miles abroad, unable to answer the simplest questions with reference to things at our own doors at home. The more we know about our own land, the more intelligent and agreeable travellers we shall make, unavoidably; and in this connection,

9th. Throw overboard two false impressions, together, before embarking for Europe. Overboard with the idea, at once, that the land you are leaving is better than all others in every regard, so that nothing can be learned abroad; and with it give the go-by to the alternative impression that we have nothing worth asserting and even boasting about, and that what you are to learn abroad will stand in place of the previous experiences and prides of a life. America has many things, to-day (and the last pages of

the present volume may be overhauled for reminders of some of them,) unequalled by the world and matters of legitimate pride to her citizens; then she has errors and deficiencies which may well be corrected by observations among older if not necessarily wiser people. Every American, going abroad, should carry with him all practical knowledge of his own land, and all well-founded pride in it; and at the same time he should travel with eyes and ears open and power to divest himself of ridiculous national vainglory prejudicially shutting away all beyond.

And now to a few minor particulars, belonging to the very eve of starting, and still important enough to deserve place and number:

10th. Start with a confident expectation of returning, and yet leave property-interests disposed of as if no return was likely to be made. There is really less danger, in a given number of days, in going oversea than from Chicago to Boston, or New Orleans to New York, by rail; but European absences are generally longer than those on the American Continent, except the latter involve California or the very far South-west, or North-west; and if we are commonly neglectful, there is no reason why these instances should not be an exception. "No man dies the sooner for making his will," they say; and certainly no man travels less comfortably for leaving affairs at home in such a shape, that if he does not return, his absence will cause the least possible inconvenience to those left behind. And in this connection, again,

11th. There is nothing wiser for the departing "family man," whatever the status of those depend-

ent upon him, than an investment in a moderate *life-assurance*, with an additional *assurance against accident*. Nothing of an earthly character (the religious questions will naturally suggest themselves) adds more comfort in a storm at sea, or danger in some distant land, than the reflection that there would be at least one benefit from the risk terminating unfavorably: *the dear ones at home would be pecuniarily the gainers by it.*

12th. Arrange baggage compactly, and not too extensively. For each person (male—the ladies *will* make rules for themselves), one stout leather or wood-and-leather trunk of 30 to 36 inches by 16 to 20 inches, and one convenient valise for carrying in the hand, is always sufficient, for anything less than carrying over the whole personal effects with a view to residence. The trunk for deposit in the great cities, in the event of expecting to return along the same line—if not, unavoidably to be carried along. The valise for short excursions from those great centres, having this advantage—that it can be carried in the railway-carriage or cab, (*en voiture*, as the French designate it), while the trunk must be looked after, with trouble and expense. Both trunk and valise should be plainly marked, with name and residence—initials not always enough for either safety or convenience. If the trunk is small enough, for the sea-voyage, to find place in the state-room, all the better; if not, care must be taken that before it goes into the hold all articles are taken out from it that will be needed before landing on the other side. The valise will always find place in the state-room, of course. And this brings

13th. The important question of clothing, in which the liberty will be taken of quoting from a work by the same writer ("Over-Sea") issued in 1867, a few bracketed words being added to the advice there embodied:

"My point of view is for the male sex, but the female will find it easily varied to their requirements. For crossing the North Atlantic, to return in [two or] three months, the first requirement is a suit of thick clothes, so old and valueless that one can lounge upon the deck in them, with no fear of damage. (Dandyism is at a discount, at sea—a lesson quickly and surely learned). Clothing thick, because sea air is nearly always damp, and generally cold. Then as thick an overcoat and gloves as can well be procured, the use of which will become patent, either among the fogs and possible icebergs of the Banks of Newfoundland, or on the Irish coast. A thick blanket, or, what is still better, a rough buffalo-robe, to make lounging upon deck the easier and warmer. For even midsummer wear in England, Ireland and Scotland, a neat travelling-suit of thick cloth [stout Melton or cassimere, the best], which will scarcely ever be found too warm; while in all these a light summer overcoat [water-proof tweed, best], will be found a convenience, and often a necessity. For southward of the British Channel, a suit of dark summer-cloths or flannels, useful occasionally, but by no means to be depended upon, and never to be worn without heavy under-clothing. Heavy wool under-clothing at sea, with courage enough to double it if comfort so requires. A dress suit, if there is plenty of room

in the trunk, not otherwise, as there is very seldom occasion for it on a tour of this character [and for full-dress occasions, purchase or hire is always available in the large cities where such a demand is likely to arise]. Plenty of linen and white goods, to avoid being at the mercy of the washer-women at times of sudden transit,—though the fact may well be remembered, that all the latter description of goods can be laid in much cheaper at Liverpool, London, or even at Paris, than in America under the present *regime*. * * A low-crowned tourist hat, of felt; and for England (first of indispensables), an *umbrella*." To this list add a good opera-glass, always very convenient, both by sea and on land, for catching views rapidly and correctly.

14th. Make such arrangements, if possible, that a little longer absence than that contemplated, will not work serious business or other inconvenience, as the best calculator cannot always be quite sure of non-detention through some influence or action beyond himself.

15th. Arrange (as before suggested) to take a little more money abroad than is supposed to be necessary for either time or distance; but

16th. Carry in actual money, (English gold, by far the most convenient, except for going directly to France—then French gold,) only so much as will pay expenses on ship-board and last during the few days that may happen to elapse before reaching the point at which the first draft is made payable. All beyond this should be taken either in bills-of-exchange on bankers in one or more of the great cities to be vis-

ited, or in circular letters-of-credit to corresponding houses in those cities. Only the very first class of banking houses, at home, should be dealt with, in procuring exchange or letters-of-credit, if the painful possibility of finding oneself abroad without funds, is to be avoided ; and all information as to details can be procured, as well as the funds, at any one of the houses whose announcements are to be found at the close of the present volume.

17th. Procure passports, by making application to an authorized Notary or Dispatch Agent, at least a week or ten days before the time of departure. A separate passport is necessary for every adult male, and for every woman travelling *femme sole*: when husband, wife and minor children are travelling together, a single one is sufficient for all. In Great Britain no passports are necessary, though, in the present troubled Fenian days, they may at any time be found convenient, and sometimes indispensible as means of identification ; in France, of late, they are seldom demanded, though the law requires them ; beyond France, it is never safe to be without them, in due form and properly viséd ; and even in France, if not demanded, they have their use in securing certain privileges and furnishing some guarantee of identity.

18th. Take some letters of introduction, when tendered, and to the *right persons ;* but depend very little upon them, except in some business point of view. If there is sufficient influence to procure letters to the American Secretaries of Legation at London, Paris, &c., they may often be found valuable, as those Sec-

retaries generally do the wheel-horse work of the legations, and may pay an amount of attention beneath the time or state of the Ministers.

19th. Create as little impression as possible, on the verge of departure, of feeling that some event, moving half the world, is taking place in your first leaving your native land. A sea-voyage, now, no further than Europe, is about equivalent to a trip up the Sound to Boston, fifteen years ago,—and not much more than was the transit across Sandy Hook Bay at the distance back of thirty or fifty years; and the observing world is generally coming to regard it in that light.

20th and last. If possible, go on board before the last moment of sailing, and have any heavy baggage on board even earlier. Also, if possible, make any extended tender farewells earlier and elsewhere than on the crowded deck of a steamer, at the last moment, when everybody is in the way of everybody else, when the officers naturally wish to throw overboard all the whiners, and when there is a probability of the grief of departure being added to by the worry of having wife, sister, child or friend tumbled into the dock in the sudden removal of the gang-plank.

WHAT TO DO AND AVOID, ON SHIPBOARD.

The advice in this paper, too, will be set down didactically, and much of it will be considered A B C-ish by those who have once or oftener crossed the Atlantic. In the meantime, not even to some of them will the maxims be found unprofitable, if attended to—judging by the very large number of habitual travellers who seem to happen upon the very conditions of discomfort and imprudence, as if seeking them. No attempt will be made to arrange the items in groups or any regular succession, though they will be numbered, for convenience, like those in the last paper.

1st. Perhaps the first condition of comfort in a sea-voyage, is to avoid making up the mind as to any positive time at which the voyage must be concluded. An old Dutch farmer, of Long Island, who sometimes gathered corn alone in a field of twenty or thirty acres, being enquired of as to how he escaped being discouraged at the prospect of finishing his labor, replied that "he *would* be, if he thought of it; but he simply went in, each day, to do a day's work, and in that way the field got finished, eventually, almost before he knew it!" To look across the three thousand miles of the Atlantic, and think over the days necessary to travel it, even on the swiftest vessel, is rather discouraging than the reverse; but by

simply avoiding any definite calculation, and considering the ship and her officers and crew as doing their "day's work," the amount of impatience may be very considerably reduced. Creeping ahead a little every day, the whole voyage will soon be accomplished: that is enough to know and enough to feel, no matter what anxieties may be at the end.

2d. Perhaps the next desideratum is to avoid any considerable anxiety as to the voyage being a prosperous one, by first remembering that more than an hundred runs are made without a single accident, and more than five hundred without the total loss of a vessel,—and then falling back upon that pleasant recollection that you have not the affair in charge, any way— that (Providence over all and always to be remembered, of course,) the officers and crew of the ship have their duty to do and are very likely to do it, for the sake of their own lives and the property committed to their skill. It may be straining a point, perhaps, but there is really some philosophy in getting into the state of mind of the droll fellow who settled up one of the "anxious" in a storm off the coast of Ireland, not many years ago. The storm, which was very heavy, had lasted for days, and seemed to be growing heavier and heavier, until the "landsmen" began to doubt whether the ship *could* live in such a terrible sea, and one of them approached the model passenger and enquired: "What he thought of it?—if the gale lasted much longer and the sea rose much higher, wouldn't they founder?" "Why, what the deuce is that to us?" replied the droll. "Haven't you paid your passage?" "I? cer-

tainly!" "The company, then, have contracted to take you from Liverpool to New York, for so many pounds, haven't they?" "Of course they have—but what then?" "What then? Why, everything, then! You don't sail this ship—you are a passenger;·and it is their business, not yours, whether the ship sinks or floats." This may not have much reassured the frightened man, but it certainly silenced him; and there no doubt was more than a grain of earnest in the old traveller's philosophy of *remembering that he did not steer the ship,* as there was undoubtedly comfortable laziness in it.

3d. It is wise not to expect too much on shipboard, either in the way of luxury or even of positive comfort. Ships, at the largest, are small as compared with hotels, and at the steadiest are "shaky," as compared to private dwellings, except when the latter have lately-current earthquakes to throw them off the perpendicular. Plenty of good food, respectable though confined sleeping-quarters, and attendance fair but by no means that of a first-class hotel —these are all that ought to be expected; and a very little philosophy makes them enough. It has before been said that "dandyism is at a discount, at sea;" so is, or ought to be, *finickiness.* What if neither shaving, nor dressing, nor any of the other offices of civilized life, can be done quite as well as at home? Nobody notices whether they are scrupulously performed, or not; and some of the neatest of men when on shore, when they have become old travellers, consent to be slovenly for those few days without serious suffering. The golden rule on going to sea,

is : *Expect very little and be prepared to put up good-humoredly with it ;* then, if "all the modern conveniences" should happen to prevent themselves, as is not at all likely, they will afford double enjoyment, and the want of them will not entail misery.

4th. Determine to be as jolly as health will allow, and as companionable as is at all consistent with the temperament. Join in all practical harmless amusements and exercises, with the result of making your own days less tedious, and producing the same effect on those of others. One jolly fellow, sometimes, seems to leaven up a whole ship-load : one or two glum faces act like a wet-blanket on all concerned. There is a comradery in sea-going, scarcely second to that of the army; and some of the pleasantest friendships of years originate on the deck filled with comparative strangers. Quoits, shovel-board, chess, draughts, backgammon, social games at cards, all these supply amusement to those who will take any of them ; and there is room for any amount of table sociability, at meals, not marred but rather increased by the little accidents to which breakfasting or dining in rough weather is certainly subject.

5th. Make friends, early, with the captain and other officers of the ship, so far as they will permit ; but take no liberties with them, and carefully avoid compromising any one of them who may have shown any peculiar favor, by speaking of it to others of the ship's company or passengers. Strictly observe those cardinal rules which forbid going upon the bridge, talking with the officers when on duty, or distracting the attention of the quarter-masters at the wheel. Avoid

getting in the way of the officers at the compasses, or hindering them when engaged in that most important event of the day—"taking an observation." Don't enquire, any oftener than is unavoidable, where the ship is at any particular moment, what a certain movement on deck means, what kind of weather it is going to be during the next twenty-four hours; and don't ask the men, when they are heaving the log, how many miles an hour the ship is going, or don't expect them to tell the truth if you do! Don't get in the way when hawsers are being overhauled or yards braced; and don't wonder if, getting in the way when some evolution of hauling ropes is going on, you occasionally trip and so learn what times and places are dangerous. Don't attempt to "help," at any time, except in the rare event of an accident; and thus "keeping out of the way," without losing any chance of observation and enjoyment, secure the friendship of the officers, the respect of the crew and the gratitude of all concerned.

6th. Make friends with the stewards, at once, not only by treating them respectfully, but by speaking to the two in charge of your particular table and state-room—requesting their attention and promising them the due *douceur* at the end of the voyage. Half a sovereign each to the saloon and lower-saloon stewards, and say a crown to the "boots," with half-a-crown for beer to the captain of the watch who first "chalks" you when you break the rules of the ship by going forward, and perhaps half a dozen shillings to persons who do errands for you during the run—this, reaching eight to ten dollars altogether, is quite

sufficient to grease the wheels of service and make welcome then and afterwards.

7th. Avoid attempting to read much, at sea, however interest may tempt in that direction. There is a motion and jar of the vessel, making the letters swim and damaging head and optic-nerves to a degree needing days for recovery. Some persons can read steadily, almost without injury ; others cannot : it is never best to try the experiment when it can be avoided. And there is rarely much occasion: it is a poor passage-list in which more amusement cannot be found than in books, for the short period consumed in crossing the Atlantic.

8th. Keep on deck, all that is possible. Half the charm of going to sea lies in the pure, fresh air, except in very stormy whether. The air of lower-cabins and state-rooms is necessarily more or less confined, and consequently unhealthy ; while the healthiest atmosphere in the world comes fresh to the lungs from blue water. There is far less danger of sea-sickness, too, on deck than below, when actual illness does not enforce confinement to the berth; and the thousand sights and sounds of sea-life—sunrises, sunsets, moonlight, storm-waves, whales, porpoise-shoals, passing vessels, observations, log and lead-heaving, making and taking in sail, signalling, etc., are only to be enjoyed by those who keep the deck as persistently as possible. The writer saw a young lady go below, off the point of Sandy Hook, in the summer of '65, and come up again for the first time at Liverpool bar: she had the *quietest* passage over of any one on the ship, but scarcely the *most enjoyable!*

9th. Dress warmly—quite as warmly as comfort demands, and err on the safe side if at all. Sea-air, though healthy, is damp and deceptive as to temperature. Never mind the appearance; put on the clothes.

10th. Take much exercise. Want of occupation induces long sitting at table and hearty eating; and the system must be a strong one which can endure this for days, without exercise, and yet suffer no injury. When there is not too much sea to make it possible, at least a mile or two should be walked every morning and a corresponding space in the afternoon—the long cleared decks, or the gangways, of most of the best steamers, rendering this *amusement of exercise* easy and convenient.

11th. Put confidence in the ship: believe, for the time being, that she is the very best afloat. If you go down into the fire-room (which, by the way, is quite as well kept out of), don't fall into the fancy that so large a mass of fire in the midst of a vessel must inevitably burn her: vessels are especially constructed to guard against that danger, and iron does not take fire easily. Don't be alarmed at the noises continually coming from the fire-room, or think that some calamity has happened there: firemen are normally noisy as well as grimy, and they need to speak loudly, to make themselves heard Don't fancy, in short, that everything will go wrong unless you attend to it, except in one particular; and that is,

12th. Join the fire-police of the ship, and stick to the organization. Take no combustible materials below in your baggage—neither matches or dangerous

chemicals; take no light of any kind below the decks, for better reason than because there is a severe punishment for any proceeding of the kind—the all-powerful reason that such an act may destroy your own life and the lives of many. On this point, watch your own conduct and that of others, and no harm is likely to result from the close surveillance.

13th. Never go forward when the ship is pitching into a heavy sea: there is always danger of injury, in such an experiment by a landsman, and very often of being swept overboard, at times when even sailors can scarcely keep footing on the wet and slippery decks. Never stand at or very near the taffrail (extreme stern) in correspondingly heavy weather, as there is always danger of the ship "jumping out from under you"—an accident which sometimes happens to experienced seamen who stand unguardedly in that dangerous position. Never climb upon the bulwarks, however calm the sea; for there is no knowing at what moment there may be *one* roll —enough to finish your individual voyage or delay the ship for the purpose of picking you up in a very damp condition!

14th. Never attempt to go up or down one of the companion-ways (stairs), or along one of the gangways, or the decks, when the sea is heavy, without making as much use of the hands as the feet—holding on firmly to the nearest convenient rail. Broken ribs or limbs are sometimes the consequence of forgetfulness or bravado, on this point.

15th. In the event of illness (other than sea-sickness) don't take nostrums, or trust to anything in

your private "medicine-chest." There is always one surgeon, or more, on each ship; they are paid for attending to the health of passengers, without charge except for costly medicine; they are particularly familiar with the treatment prudent at sea; and it is very often the case that medicines upon which dependance can be placed when on the more stable element, prove injurious in the abnormal condition of never being entirely quiet.

16th. If sea-sick, don't fancy the disease is a mortal one. Few people die of it, though many (it is to be feared) are rendered vastly uncomfortable. Keep the bravest heart and the "stiffest upper-lip" possible, against the great foe; and above all, do not join the noble army of those who ask to be mercifully "thrown overboard" as a means of escaping the torture. Nobody dares obey the request—not even your worst enemy, who wishes that he could; and if it *should* be obeyed, the chances are ten to one that before you had gone down ten fathoms in blue water the cry might be a very different one.

17th. Berths, in sea-going ships, are mostly single; and yet it is best, especially in heavy weather, to have a *bed-fellow*. This is easily found in the valise or well-filled carpet-bag, which packed closely in against the side-board, the would-be sleeper lying on the side in the inner part of the berth, will generally enable him to lie without rolling, even when the ship is doing her worst in that direction, and secure sleep when it would be otherwise impossible from the constantly-waking motion.

18th. Let watches run down, as constant changing

backward or forward, to suit the changes of longitude, and keep with the time of the ship, is always injurious to a time-piece. Learn and depend upon the time struck by the bells, of which a table will be found, for that end, toward the close of the present volume.

19th. (For ladies only.) Wear broad hats and thick veils, doubled if necessary, when on deck in bright sunshine or warm fog; and even with the veils, do not lie with the face too long upturned to the sun, if there is any care for comfort or complexion.

20th. Remember, oftener than when the service is read on Sabbath morning, that there is a Hand, wiser and stronger than that of any officer of the ship, ruling not only the vessel but the waves upon which she rides, and the winds and other elements which may place her in peril.

LOOK-OUTS AND LAND-MAKINGS.

A LARGE part of this paper, like much of the last, has especial value for those who have never before crossed the Atlantic, though it is possible that some of the matter-of-fact information which it contains may be found beneficial, if studied and remembered, by many of those who have already been "chalked" in one or more passages.

The advice to remain as long a proportion of the time as possible on deck, at sea, has been given in the previous paper; and one of the motives has been stated as the natural desire to see passing ships and witness the novel details of the sea, the sky, and ocean-life generally. This applies to the whole crossing; but there are especial look-outs to be kept when leaving land, and yet more when approaching it, which must not be neglected if one of the greatest pleasures of the voyage is not to be lost.

No first-trip passenger needs urging, probably, to "keep an eye out" for last glimpses of his native land—to see (if leaving New York, as do ninety-nine one-hundreths) the blue Highlands of Navesink fade gradually away under the evening light, the shores of Long Island disappear, and to utter, in one shape or another, that sentiment which Byron embodied in

"My native land, good-night!"

We are all prone enough, without urging, to look a little "spoonily" on the last speck of the land we are leaving; to think what changes and what accidents may occur before we next set eye and foot upon it; and to feel, for a brief period, what they say that nearly every man (and perhaps quite every *woman*) feels on the morning after marriage—a sort of indefinable *wish that they had waited.* So these farewell points will be looked after, earnestly if not always understandingly, even if, as in the marriage case, the feeling soon wears away and the attention is engrossed by something that lies in the present and future instead of the past.

There is not much of an out-look, connected with the American coast, after getting fairly away from port. There may be a glimpse of the light on Fire Island, dropping behind, if the hour of departure has been late; and a day later there may be a flicker of light or a distant view of the dark speck that supplies it, on Nantucket shoals; but that is all, as of the land covered by the stars-and-stripes, and nearly all as of the continent. In those days, already grown old, when the steamers carried the news, there was a look-out to be kept for the approach of Cape Race, Newfoundland, where the last telegraphic intelligence was to be picked up for carrying over. But all that is changed by the cable, and Cape Race is avoided now, as entirely out of the calculation. Sometimes, however, even avoiding that, there is the loom, to the northward, when three days out from port, of a long, low-lying line of coast, not much more than a rough sand-bank, which is really Sable Island, at the south-

eastern point of Nova Scotia. Bound to or by Halifax, Le Have or Liverpool, (lights) are likely to be the points first made, 48 to 50 hours from New York ; and in that case, running up to Halifax harbor by Sambro and Chebuctoo Heads, entering and leaving it, there are many interesting glimpses of the rough coast of Nova Scotia, and of one of the finest harbors of the continent, well worthy of attention even from those who are soon to see the more-interesting shores of the Old World. Bound for Europe direct, now, Sable Island, if seen at all, may be safely set down as supplying the last peep at the Western Continent.

It is the approach to the European Continent which naturally supplies the most interesting of look-outs and land-makings to the American making his first run over-sea. This is not the place to enlarge upon the fact, so full of romance and feeling; but small prospect must there be of that man finding much enjoyment in travel, who does not thrill at the first sight of that Old World of history and long descent, so different in every regard from the New. It is always pleasant to "make land," after the briefest and pleasantest of sea-voyages, as many a man has fully proved since the day when Columbus and his crew watched so wearily for the West Indian Islands ; and no number of times crossing the Atlantic takes away the satisfied feeling at having done it once more. But no man sees the same headlands with quite the same eyes, twice ; and it is all the more important, for that reason, that the approach to the European coast, by whatever line and route it is made, should not be lost by the traveller on his first voyage. Only

less important is it that the *old* traveller, certain to be enquired of by those who lack his experience, should be able to answer their questions a little more readily and correctly than most non-sea-faring men find convenient.

The preliminary understanding being established, that when nearing the European coast, as shown by the greening water, gulls, and increasing number of vessels, the traveller should keep as bright a look-out, by day or by night, as if the safety of the ship depended on his vigilance—berth to be quitted at night, or table by day, the moment that "light" or "land" is whispered—this being understood, the following somewhat-extended resumé of the prominent points made on approaching the Old World, by steamer, by each of several different routes, will be found instructive as mere reading and highly-useful for reference at the critical juncture. It should be remembered, meanwhile, that the principal land-marks are light-houses, or the head-lands or rocks which make them necessary,—and that if approached by night, the light itself is the only object seen—if by day usually a white light-house with the surroundings indicated.

UP THE IRISH OR ST. GEORGE'S CHANNEL TO LIVERPOOL.

First point made, usually, on the Liverpool route, are the sharp and dangerous-looking Skellig Rocks, soon followed by Dursey Island, with the head-lands and mountains of Kerry beginning to loom dimly behind them, on the extreme south-westerly point of Ireland, the main-land adjoining being a mountain-

ous tongue or peninsula, between Kenmare Bay on the north, and Bantry Bay (scene of so many of the invasionary landings of the French and others) on the south. The point is worthy of especial notice, from the fact that probably more voyagers from the Western World have first looked upon Europe in those little specks, than in any other one point of view. The Skelligs lie some fifty miles, and Dursey Island and its "Bull," "Cow" and "Calf" rocks, some thirty, north by west from Cape Clear, towards which the course of the vessel is shaped from the moment of making them.

The next object of special interest, the coast being rapidly approached and the mountains of Munster beginning to loom, is Fastnet Rock, a pyramid rising out of the water at some five or six miles from the high, dark, rocky shore, just before reaching Cape Clear—the whole crowned with a white light-house, and the picture (by day-light) one of desolation surrounded by a strange beauty. Here, and at the doubling of Cape Clear (an island) immediately following, by taking Fastnet on the right or the left, as may be—here the entrance is made into St. George's or the Irish Channel; and here, too, the peculiar character of the green, treeless Irish high lands may be observed, with first glimpses of the bold rocky coast, with surf breaking white against it —the cabins from which Paddy emerges, nestling among the hills—the little round martello-towers crowning them, speaking of smuggling prevention and by-gone invasions—the peculiar tan-colored-sailed fishing-boats, and luggers that fly about like

sea-gulls,—the vessels (steamers and others) dropping into and out of the Channel, etc.

It is at near Cape Clear, and after passing the bold head-land of Mizen Head,—near a little hamlet called Crookhaven, snugged away behind the hills, that the telegraph station is located, at which arriving ships are reported ; and it is from this place, really, that the announcements are made of steamer-arrivals at Queenstown.

Beyond this, and commencing to run up the Irish coast, the next point of any importance, reached within a few miles, is the bluff headland, crowned with a light, known as the Old Head of Kinsale, and doubly famous as the spot where the American packet Albion was lost many years ago, with so large a number of passengers (among whom was Napoleon's Marshal Lefebvre, Duke of Dantzic)—and as the place which gives name to the one nobleman, the Baron of Kinsale, who is allowed to wear his hat in the presence of the British sovereign, that favor having been accorded the family many generations ago, as a reward for a Baron of Kinsale having overcome, by his personal strength and prowess, a continental champion who overcame all others.

It is perhaps an hour after passing Kinsale, that Daunt's Rock and its bell-buoy are reached—near the entrance to Queenstown harbor, and the spot on which the fine steamer City of New York was lost a few years since, though without any sacrifice of life. Five miles beyond, Roche's Point thrusts out, with its light, forming the southern lip of Queenstown harbor (Cove of Cork) not unlike the New York

Narrows in general conformation. Here, in fine weather, a steam-tender takes off passengers and mails for Queenstown and Ireland generally, while the ship merely stops power and lies off the harbor long enough to discharge the two kinds of "baggage." Sometimes, when the weather is rough and transfer more difficult, the ship steams into the harbor (as she always does to take on mails and passengers when coming west); and then, whether entering to land or come out again, a view is caught of a very handsome land-locked harbor, rather narrow of entrance but very commodious within, with the town of Queenstown (so named in place of the old "Cove of Cork," in honor of the Queen's visit, fifteen to twenty years ago,) lying on the sloping hill at the back or north-west extremity, and the beautiful river Lee sweeping round behind it, south-westward, to the city of Cork, which lies at some miles distance.

Supposing that the passenger does not land at Queenstown, and that he comes out of or away from the harbor with the ship (the Channel-pilot now on board) the next prominent point made is the rocky island and light of Ballycotton; then that of Mine Head; then the Hook Tower (nearly off Waterford); then Conigsbeg Light-ship; and finally the tall white light of Tuskar, which concludes the run directly up-Channel.

So far, the Irish coast has been kept very near, the character of its scenery widely varying from bold and barren to low and fertile, and distant glimpses of mountains almost all the while. But from Tuskar

the ship "squares away" across the Channel towards Holyhead and Liverpool, and the Irish coast is soon lost to view, through the Wicklow Mountains linger long on the sight.

It is some seven hours after leaving Tuskar, generally, when the bold, rocky headland of Holyhead, in Wales, is made, ahead to the right, with its strange cleft and bridged rock, its white light-house, and the wonderful break-water defending the harbor. Beyond that point, and curving round it south-eastward towards Liverpool, the high Welsh lands are seen to be thrifty farms, with neat farm-houses and many wind-mills. Behind, the far Welsh mountains rise; and in very clear weather distant views are caught of the peaks of Snowdon and others of the highest mountains in the southwest of Great Britain. An object of great interest is found, not long after passing Holyhead, in the piles of rocks known as the Skerries, two or three miles from the Welsh shore—of course dangerous and lighted. Then come, as prominent points on a coast all rough and bold, Point Lynas, the pilot-station of Liverpool; and Great Orme's Head, a rough promontory, with one of the most powerful Fresnel lights in the world. Glimpses may be caught of little Welsh villages nestled at the feet of the high lands, and Llandudno and some of the other watering-places.

But the mouth of the Mersey and Liverpool are almost in view. Vessels, bound out and in, steamers, bound to and from Channel ports, odd-looking steam-tugs (to an American eye) and odder-looking pilot-boats, all begin to thicken, and the evidence is plain

of approach to the most important seaport of either continent. The Northwest Light-ship is the first point marking the nearer approach; then the great Bell Buoy on the bar clangs its warning as it rocks and rolls; then Formby and Crosby Light-ships are passed; at the right the Rock-Light at New Brighton, nearly opposite the city, closes the list; and the passenger is within view of the forest of masts and the wonderful long line of docks, showing on the left and revealing the great port and city of Liverpool.

It may be proper to say, here, and the truth applying to other places as well as this—that *the approach to the port should never be lost*, especially if there is daylight in which to catch it. Many *do* lose it, in the anxiety to look after baggage, change clothing, etc., but this should never be done. Baggage should have been looked after, if at hand, before; that in the hold can be looked after as it comes up, when the ship is at anchor; and there is no occasion whatever of coming out in "full fig" in the way of costume, until reaching the hotel and washing off the grime of the voyage.

Once more: travellers who desire both to learn and enjoy, should never permit themselves to lose the first approach to any new coast or any great port, even if a little broken rest and discomfort should be found necessary to secure it. In no other way can the general situation and bearings be so well attained, and to miss the opportunity once may be to miss it finally.

UP THE BRITISH CHANNEL TO SOUTHAMPTON OR LONDON.

The Irish coast is not made at all on the voyage to London or Southampton. The first point sighted, if no error occurs in calculation, will be found the Scilly Rocks—small islands, with the light on St. Agnes, the largest of them, a little south of the Land's End (Cornwall) the extreme southwestern point of England—at all times a dangerous point, and painfully famous in history as the spot where the whole fleet of Sir Cloudesley Shovel, the English admiral, was ground to pieces and all hands perished, in the terrible gale of November 26, 1703, said to be the heaviest ever known in England, destroying the Eddystone Lighthouse, burying the Bishop of Bath and Wells under the ruins of his palace, wrecking and drowning eight thousand sailors, blowing down seventeen thousand trees in Kent alone, and eliciting a description from Defoe, the author of "Robinson Crusoe."

The next point, some three hours later, is the appearance at the left of the high bluff and light of the Lizard Head (commonly spoken of as the "Lizard") the first glimpse of the main land of Great Britain. In some two or two-and-a-half hours after, if the weather be particularly fine, a distant glimpse may be caught, far away to the left, of either the tower or light of Eddystone Lighthouse, perhaps the most noted erection of its class in the world—standing on a single rock, miles from the shore, dashed against by the sea in every storm, two or three times carried away and rebuilt, and one of the best existing proofs

of man's power and determination in fighting wind and wave. The next light and land mark are those of the Start Point, reached within the next one-and-a-half hours; and the next and far more important, is the Bill of Portland, (so named from its resemblance to the bill of a bird) about forty miles beyond, and stretching out from below Dorchester and Weymouth.

From this point, if on the way to Southampton, land is scarcely lost again, as very soon comes St. Albans Head, at the other or eastern extremity of Weymouth Bay,—of which, and most of the other points made on the way up-Channel, it is almost needless to say, to those at all acquainted with geography, that the prevailing character of the coast is bold, rough and rocky, with chalk (giving name to the "white cliffs of Albion") commencing to show freely and never losing that appearance until the mouth of the Thames is really entered. Not long after leaving St. Albans Head, the appropriately-named Needles and their light are made—on the west point or head of the turtle-shaped Isle of Wight, forming the south lip of the sound between Wight and the main, called the Solent. Up the Solent, then, with the beautiful wooded and villa-studded island on the right and the main land on the left, and sheering sharp to the left or north-and-by-west when off Cowes and its roads, (the right flipper of the turtle) catching a distant glimpse of Portsmouth, Gosport and the great naval station of Spithead, at the right—not much of additional interest remains, except the first shore-views of fertile Old England, until the

twenty or thirty miles of Southampton-water are measured, and all the aspects before noted in the approach to Liverpool are more or less duplicated in nearing Southampton, a great seaport in and of itself, and still greater as supplying a cross-country and railway port to London.

If the destination is London instead of Southampton, all the points before named are made, up to Portland Bill and possibly St. Albans Head, after which the next, instead of the Needles, on the west, is St. Catherine's, on the extreme south point of the Isle of Wight (the left flipper of the turtle as Cowes was the right).

There is a long stretch of Channel running between St. Catherine's and the next point made on the London route—Beachy Head, twenty or thirty miles beyond Brighton, and famous for the allusions to its height made by the British sailors in the old nautical romances, who had a habit of speaking of anything extra large as "looming like Beachy Head in a fog." The chalk cliffs have now assumed such height and prominence that the whole coast, whenever seen, seems to be entirely white and perpendicular, though there is really an increase in their height until past Dover. The next prominent point after Beachy Head, is Dungeness; and very soon after passing this head, first Folkestone and then Dover may be seen at a distance, while to the right the French coast breaks into view, lower than the English though something like it in boldness and chalky character.

The South Foreland is made and passed at near Dover, and the Channel then becomes the Downs—

those waters commemorated in the old song of "Black-Eyed Susan:"

> "All in the Downs the fleet was moored,
> Their streamers waving in the wind," &c.

After Dover, Deal, Ramsgate (celebrated as the greatest of all summer-bathing-places of the middle classes); then the North Foreland and those Goodwin Sands on which so many ships have been wrecked and so much of life and property lost in the terrible quick sands. Rounding the North Foreland, comes Margate, the rival of Ramsgate in summer-bathing and boarding; and at this point the Channel, or Downs, becomes the Nore, actually the broad mouth of the Thames, though many miles are yet to be traversed before the Thames proper is entered and the ascent commenced at Sheerness, by the great Chatham Dockyards, Gravesend, Deptford, Woolwich, &c.,—points which may properly be said to belong to London proper and its environs, and consequently out of the province of this paper.

TO GLASGOW, BY THE "NORTH ABOUT."

Nearly all the steamers bound from America for Glasgow, direct, now-a-days, take the course known as the "North About"—pass around the north of Ireland instead of making it at the south end and passing up through the Irish Channel. Their port of call, in Ireland, is Moville, the port of Londonderry, in the entreme north; and the points made and the courses pursued are briefly as follows, before and after touching at Moville:

The first European land made by this route is Tory Island, on the extreme northwest coast of Donegal. Then with perhaps a distant glimpse of the terribly rocky and threatening main-coast, at Malta Head, the next point is the Island of Instrahull, off the extreme northern extremity of all Ireland. Then, coming southward, Glengall Head is made at the right, with Innishowen Head not long after and forming the north lip of entrance to Lough Foyle, beyond which, on river of same name, stands Londonderry.

Greencastle, coast-hamlet, with ruins of fine old castle giving it the name, stands just behind Innishowen; and Moville, tumble-down old small town, some three miles further up the Lough, on the same side. At Moville steamboat is taken to Londonderry, and rail thence southward, by passengers leaving the steamers.

Leaving Moville, for Glasgow, the course is nearly northeastward, Portrush and the Giant's Causeway at no great distance on the right, until Rathlin Island is made; then the bold promontories of the Mulls of Kinnoul and Cantire are passed, again on the left; then Sanda Island, at the southeastern extremity of Cantire. From this point the passage is sometimes made through the Sound of Kilbranna, between Cantire on the left and the rocky, treeless, heath-covered island of Arran on the right,—while much oftener the run is made up the right side of the island of Arran, in which latter case, especially, a peculiarly fine view is caught, in fine weather, just opposite Sanda and some distance away to the right, of Ailsa Craig, one of the most remarkable of all the projec-

tions of this beautifully wild coast. Ailsa lies at perhaps twenty miles distance from the Mull of Cantire, eastward, and about fourteen or fifteen from Sanda; —it rises a fearful mass of rock, more than a thousand feet above the sea that breaks white at its base, cone-shaped and apparently inaccessible, while thousands upon thousands of wild fowl make it their nestling-place, wheel, circle and scream around it—the scene one always remembered by the traveller who has witnessed it.

Assuming that the run is made eastward, up the east side of Arran, (the westward passage through the Sound of Kilbranna having little interest until the north end of the island is rounded and Bute comes into view, as in the route now to be noted)—the next point of interest, after passing Ailsa Craig, is Pladda light, on a little rocky island at the southeast point of the island of Arran; and then Arran is for some time in full view at the left (its characteristics of scenery before mentioned) until the attention is distracted by Holy Isle, another of its small islets, larger than Ailsa Craig and almost as wild looking. Lamlash harbor and Brodick town and watering-place, are both passed on the left, on Arran; then come the small and rocky Cumbrae Islands, with light, on the right, with the Isle of Bute on the left, much softer and better cultivated than either Arran or the mainland previously passed. Toward light comes next, on the sound called the Kyles of Bute, between Bute and Toward.

The remainder of the brief passage up the now-entered Firth of Clyde, to Greenock, may probably

vie with the approach to any port in the world. For the scenery, on both sides, is softened and beautiful; and ahead, at a distance, the Highlands of Perthshire lift themselves in fine weather, Ben Lomond crowning all. On the left, half way from the Kyles to the mouth of the Clyde, Dunoon watering-place shows picturesquely at the left, with Clough light at the right and the Gaunt Duck Rocks and beacon just off Dunoon. Then Kempach point is passed to the right, and Gouroch; and the smoky, manufacturing, ship-building town of Greenock is seen at the right or south bank of the Clyde River, where it empties into the Firth and forms Greenock Roads, lying at the foot of the Whin Hills (whence its frequent rains), with the watering place of Helensburg on the opposite promontory, between Loch Long on the left and the little Gare Loch on the right—up the latter of which, for some reason not yet explained, all the Clyde-built ships always go to adjust their compasses! At which point the province of the present paper ceases.

UP THE BRITISH CHANNEL (FRENCH SIDE) TO BREST AND HAVRE.

The first point ordinarily made, on this route, is Ushant, a very high rocky island with lighthouse crowning a literal pile of rocks, on the extreme northwestern corner of France (Brittany). Thence the course is about southeast, three or four miles, to the entrance of the harbor of Brest, displaying the usual long high piers and shut-in port, usual to French Channel towns, with the addition of very extensive

and formidable fortifications. Here passengers who wish to hurry direct to Paris, land and proceed by rail, only some six or eight hours being consumed in reaching the capital.

Proceeding onward from Brest to Havre, however, by ship, Ushant is again made, and rounded to the north and west. Some five hours later, steering almost due east, the island of Guernsey is sighted at the right—an island of singular conformation, with little wood, high in the centre and drooping at either end. In good weather, Alderney, another and yet smaller island, will be sighted next, at the right; while it is only in exceptionally clear weather that the island of Jersey, lying further behind, comes into view.

Some three or four hours after passing Guernsey, Cape La Hogue comes in sight, famous for one of the great naval battles—the cape backed by very high bluff lands, while the light stands low. Cherbourg is made next, some three or four miles beyond La Hogue; and in a good atmosphere a very fine view of its great breakwater (one of the finest in the world) and immense and formidable fortifications, may be caught, as also of the distant heights which relieve the low character of the coast.

After Cherbourg the next point made is Cape Levi, showing the peculiarity of two lighthouses, one above the other. Then Cape Barfleur, with very high lighthouse on long peninsula, while the grounds behind rise high at a little distance. Next, in fine weather, Cape La Hague is seen, the course being now nearly southeast-by-south. Then Cape La Héve,

with two lights on the top of a formidable and almost perpendicular hill; then, and finally, about three miles from La Héve, the opening of the splendid port of Havre, one of the oldest and finest in France, with its long pier, light-house at end, and other characteristics before noted as common to all French Channel ports. Here (at the mouth of the Seine) a splendid old city presents itself, with a strange blending of commercial and historical importance; and here again, rail communication opens to Paris and the opportunity for continental rambling generally.

ENTERING FOREIGN COUNTRIES.

THERE are a few pieces of advice to be given to short-trip travellers, with reference to entering foreign countries, highly important if very brief.

Stepping off the ship that has borne the American abroad, he should heed one especial dictate of prudence—to *remember* that he is abroad, not necessarily beyond the protection of his own flag (though a little too often), but where governments different from his own hold sway, and where much is to be lost and nothing gained by mixing himself up with the local quarrels of any one of those nations. He may have allowed himself to talk Fenianism, or ultra-British hatred of the idea of Irish nationality, on ship-board, up to the very hour of landing—though even then he had often better kept silence, to guard against spying that may place him under suspicion after landing; but be that as it may, from the moment of touching any foreign soil, if he is a prudent man, he will "keep his tongue between his teeth" as to what he believes to be wrong or right, governmentally, in the countries visited. He may believe, say, in the propriety of setting "the Green above the Red" at as early a day as possible; but that is no reason why he should utter imprudent words, on landing at Queenstown or Belfast, calcu

lated to get him into just such scrapes, all the way from mere temporary arrest to imprisonment and possible trial, as scores of Americans have run into, without really meaning anything, during the troubled years since 1865. If he should happen to be "down on the Irish," there is no greater reason why he should declare his faith too loudly and run the risk of getting mauled or killed by the hottest of the descendants of Brian Boroihme.

When in England, too, no absolute necessity exists for abusing the Queen and vaunting the superiority of American institutions, in a manner calculated to work discomfort to others and inconvenience to self; beyond the Channel, on French soil, even if the governmental system should offend, it is wiser not to say as much where a government spy may hear and heed at any moment; and the same remark will apply, even more forcibly, to touring in any of the other monarchical countries of Europe, Prussia, Austria, Italy, Spain, etc., not to mention Russia, the most dangerous of all. In one country—Switzerland, itself a republic, republicanism can be talked with both safety and pleasure; and it is prudent to run over to the Alps for the purpose of "letting off steam" in that direction, if the pressure becomes too great for safety.

There is another thing to be avoided, commencing in Ireland and scarcely ending throughout Europe. Most of the European countries likely to be visited by short-trip Americans, are Catholic, and all of them (Great Britain not excepted) part-Catholic. Most Americans who go over are either Protestants

or Nothingarians—no lovers of Catholicism, either of the classes; and the habit is somewhat too general of speaking disparagingly of the forms of the Catholic worship, and of the Catholics themselves, under the roofs of their magnificent edifices, within which are gathered many of the very objects of art most strongly calling the traveller's attention and affording him most delight. This course is unwise, in one point of view, and cruel in another: unwise, as it involves ill-feeling and possible personal discomfort—cruel, as it needlessly pains others who hold differently. *It is rudeness as well as folly to go into any Church, in any land, without, while remaining there, observing its rules of conduct and refraining from any offensive act or comment.* "If things do not suit you, here, well enough to allow you to act as gentlemen and friends *while* here, be kind enough to remain away!" might be very often said, with propriety, to those Americans who start out from home with the determination to insult the world if they cannot proselyte it.

So much for the *preparation of conduct*, on entering foreign countries. Of another preparation—that involving a proper understanding of American national resources and due knowledge what in American institutions can and cannot be improved—something has already been said. And it only remains to deal a moment with one or two of the national regulations connected with persons and property, some of which may be vexatious while all must be submitted to with the best grace possible.

The advice has already been given—have pass-

ports, useful in all countries, indispensable in some. In some of the European countries they will be demanded at short intervals by government officials, taken away to be *viséd* (examined and compared), and sometimes kept longer than may seem necessary to the traveller. For this there is but one rule: give them up calmly, and wait with what patience can be summoned. The arrangement is *not*, as it may appear at the first glance, a personal insult to *you*. others suffer in the same manner, and live through the suffering.

Again, in all the despotic countries a requirement may be made, immediately after registering at the hotel, for the name of every member of the party (at least every male)—age, place of birth, country, habitual residence, occupation, last previous stopping place, and the number of the room to be occupied! All this to be communicated to the police, immediately; and it really does seem quite the equal of any inquisitiveness displayed even among the sharpest Yankees of the Eastern States. Nothing is gained by swearing over the espionage, however; and suspicion may be excited by any reluctance, when there is no ground whatever: "when in Rome, do as Rome does," even to obeying the police in the most absurd of their requirements. It may even happen that before leaving the city *you* are advantaged by the record, in the recovery of something lost or the detection of some wrong to yourself.

As to taking in baggage, at the ports or on crossing the frontiers of different countries. Very large amounts of baggage require very large amounts of

examination by the various custom-house authorities, *unless golden spectacles are put on their eyes*, when they generally see with great readiness and do not always tumble out the *bijouterie* as well as the dirty linen. From America, not many things likely to be carried in a trunk are dutiable at the European ports, except liquors, perfumes, cigars and tobacco. Of the first two there is no occasion to carry any through a foreign custom-house; they have better than we, at all times. As to cigars, tastes differ; at all events there is not much to be gained, either in cost or quality, by carrying more than the few (of which the officers of any ship will advise the passenger) allowed by law without duty. Tobacco is different, however: there is no decent tobacco in Europe, except as Americans carry it over; and inveterate tobacco-users should take plenty, and either prevent its quantity being known, by the use of those *golden spectacles*, or pay duty on the overplus, like men and citizens of that great nation which can certainly out-chew and out-expectorate the wide world!

In passing from one European country to another, whether by crossing the Channel or a mere frontier, there are constant vexatious stoppages. But they can be endured, too, pretty easily, if the rule is always observed to *have the baggage ready for examination whenever approaching a custom-station*,—so that if it *is* wanted no time will be wasted, and if it is *not*, nothing will be lost. It really seems, sometimes, that the delays occasioned will lose the connecting trains, but such things never occur. Avoid having anything contraband; have keys ready and

instantly unlock when ordered; make no attempts at concealments that if detected would cause trouble; and so may the terrible *douaniers* of the Continent be passed with comparative ease, safety and celerity.

Close mouths, as to imprudent topics; observant eyes and ears, as to everything occurring; constant but judicious bribery, believing none to be above the temptation; and good temper under all circumstances—these are the four rules of travel in foreign countries; and with them, and advice previously embodied, there can be no excuse for detaining the short-trip traveller a moment longer from the commencement of his sight-seeing and adventure.

SHORT TRIPS IN IRELAND.

Assuming that advice previously given will be often taken, and that the greater proportion of short-trip travellers, on their first voyage, will leave the steamer at Queenstown, on the Liverpool route,—it will be proper first to take a hurried peep at Ireland, reminding the reader that the commencement is at the extreme south, working northward, and that those who cross from Scotland to Belfast or other ports in the north, to take homeward passage from Queenstown, need only to reverse the paper to derive the same advantage.

QUEENSTOWN, CORK AND BLARNEY.

Queenstown, with its fine harbor and fortifications, the salubrity of its air (which makes it a favorite place of sojourn for invalids)—its capital bathing, rendering it a popular coast-resort for Cork and a wide adjacent section—its splendid views, and its proximity to the old ruined city of Cloyne, Rostillan Castle (seat of the O'Briens), and many other points of interest, which can only be conveniently reached from thence—Queenstown, to any tourist with time at his disposal, is worthy of a much longer sojourn than is usually accorded to it The town lies somewhat picturesquely at the west

side of the harbor, climbing a side-hill. Southward and westward, round behind the town, to the left, the river Lee sweeps away, to Cork, some ten or twelve miles distant by it, though only six by direct course by land.

Three modes of proceeding from Queenstown to Cork present themselves. The *First* enables the traveller to make acquaintance with that oddest and most dashing of conveyances, the "jaunting-car," without which Ireland could not possibly exist, just as it never could have originated elsewhere than in Ireland,—with its two seats lengthwise, passengers back to back, driver sulky-mounted, two wheels and one horse, and general arrangements for what one writer has graphically described as "going it at a gallop and everybody holding on." A very pleasant ride up the banks of the Lee may be thus obtained; but that mode of transit has a rival in the *Second:* railway, by which the passenger is whisked up, on the north side of the Lee, in a few minutes; and that by the *Third:* steamboat up the Lee, decidedly the pleasantest of all in fine weather, with the capital views afforded of the junction of the Lee with the harbor; Monkstown Castle and village; and the public grounds and fortifications on the left, and larger shipping of the port on the right, approaching the city itself. Black Rock Castle, particularly, on this route, commands attention as equally beautiful in situation and architecture.

CORK, built on both sides of the Lee, and spanning it with nine bridges, is one of the handsomest

cities in Ireland, as well as one of the largest—being only second to Dublin in size and to Belfast in trade. It is also second to Dublin in dirt (no high praise); and many of the best streets are well built and handsome, but of the "back-slums" the less said (and observed) the better. To see the town hastily but to best advantage, an open jaunting-car should be taken, if the weather is fine, and a close one (another institution of Cork, covered, closed in front and open behind) if rain falls or threatens. The driver, in that case (there as elsewhere), will supply the best of guide-books. Several of the churches demand attention—among others the Cathedral, St. Patrick's, St. Ann's, and the very old Church of Shandon, with its sweet bells (the chiming of which should be heard), referred to by Father Prout in his

> "Sweet bells of Shandon
> That sound so grand on
> The pleasant waters of the river Lee."

There are also the Mansion House, the Royal Cork Institution (with a Museum said to be worth visiting), some of the Banks, etc.; while above the main body of bridges the banks of the Lee are very beautiful, and one public walk on the south side, the Mardyke, is very pleasant, handsomely shaded and attractive. Half-an-hour's call at the Court-House will show the dingy assize-rooms in which most of the Fenians of the South have been tried, and quite suffice as a type of Irish courts. Cork has a considerable number of manufactories, in woollen, etc., and no small amount of ship-building is carried on

on the north side of the Lee, below the bridges. Before leaving Cork, one or two excursions must be made, especially one to

Blarney Castle, Lake and Groves.—These may be reached in a pleasant ride of five or six miles, by jaunting-car, southwestward, through Blackpool (well worthy of the name), and the old village of Blarney itself, tumble-down but picturesque, amid a fine country. The castle is a grand old ruin, with the donjon-keep still more than an hundred feet in air, much better preserved than most ruins, and said to have been originally the home of the royal McCarthys. The original "Blarney Stone" hangs at near the top of the southern wall of the keep, and only fools risk their necks in trying to kiss it, especially as there is another quite as "real," in the ruins below. The Lake, lying near the Castle, is very small and very pretty; and the "Groves of Blarney" are all that they have been called of umbrageous beauty. The caves, under the Castle, will, of course, also be visited, as well as a glance taken at Sir George Colthurst's "New Blarney Castle" (residence), and

St. Anne's Hill, celebrated water-cure and Turkish baths, lying within a mile or two of the Castle, and a noble monument of the enterprise and benevolence of the late Dr. Richard Barter.

[From Cork, direct by rail, may be visited

Youghal, the romantic section of the Blackwater, and the bold coasts of counties Cork and Waterford. Also from Cork, by rail, *Bandon*, whence another and longer car-route to Killarney.]

CORK TO KILLARNEY—THE SHORT ROUTE.

The shorter route from Cork to the Lakes of Killarney, and consequently the one most frequently followed, is by rail, the transit occupying some five to seven hours, according to the humors of the Great Southern and Western Railway.

Leaving Cork by this route, much handsome scenery is to be enjoyed, with, among other views, a fine one of the Castle and Groves of Blarney at some distance to the left; but nothing of special interest breaks the journey until the arrival at

Mallow, a thriving town, at two hours' distance, where the passenger changes cars from the train direct for Charleville and Dublin, to that for the cross-road for Killarney and Tralee—and where he hears the old song of the "Rakes o' Mallow" continually sounding in imagination. There are some manufactories at Mallow, and much of Irish rural life and character may be observed at and around the station; but there is nothing to tempt the laying over of a train, when the reputation of the Lakes is calling.

It is a run of perhaps three hours (often made four or five, by the miserable railroad delays) from Mallow to Killarney; and the ride would be a tedious one, but for the oppportunities of enjoying the bare, desolate scenery of the Southwest, studying the cabins squatted under the edges of the hills, seeing plenty of peat-bogs and heaps of the fuel piled to dry, and at last finding the beautiful mountains of Kerry lifting themselves ahead and to the left, as Killarney is reached.

CORK TO KILLARNEY—BY MACROOM AND GLENGARIFFE.

The less-frequently traveled route between Cork and Killarney, is one destined, eventually, to divide the pleasure-travel between the two places, if it does not indeed absorb all transit having any other motive than hurried business. For certainly the two to three days (at choice) consumed in making the journey by Macroom, Glengariffe and Kenmare, may be set down as the most enjoyable in all Irish travel, (Thackeray being witness, in the "Irish Sketch Book"); and it may be said, with confidence, that no scenery more grandly wild than that supplied by this route can be found nearer than the Alps, while scarcely the Alps themselves furnish the same hilarious excitement, certain to be found in this crowning of all journeys by the native jaunting-car.

For this route, the tourist leaves Cork by rail, for the short ride of a dozen miles, with many fine old ruins of castles and abbeys studding the way on either side, to

MACROOM, a large village, where the mail-car is taken or post-horses procured, and of which the principal attraction is to be found in

Macroom Castle, seat of the Earl of Bantry, part old and part modern, but with fine grounds, and the peculiarity of the Castle, being so completely overgrown with ivy, that the stones are not visible and the windows seem merely holes cut in the mass of green.

If only two days are to be consumed in the tran-

sit, the tourist, leaving Cork by the morning train, will find the mail-car waiting at Macroom, and push on at once. But if half a day of additional time can be allowed, the outlay is well repaid by taking the noon train from Cork, procuring special conveyance (car) at Macroom, and going on, the same afternoon to

INCHAGEELA, at the source of the river Lee, and on the edge of the Cork mountains, where some exceedingly lovely views may be obtained by a short walk to the *Lakes*, and where the night may be pleasantly and quietly spent, the mail-car being caught late in the morning of the next day. By this conveyance, entering the mountains, pause will he made, and cars found in waiting at the most convenient point, to allow of a brief visit to

Gougane-Barra (the "Holy Lake"), with the ruins of the very old Monastery of St. Finbar—undoubtedly one of the most beautiful as well as one of the most interesting spots in the Emerald Isle. Shortly after leaving Gougane-Barra, way is taken through the

Pass of Keimaneigh, part of the old Roman way to the extreme South, and almost matchless in the height and wildness of its overhanging rocks. The mountains and coast (Bantry Bay, islands, Lord Bantry's residence, etc.) supply very attractive scenery, thenceforward, until the close of the day's journey is reached. at

GLENGARIFFE, a small town, most picturesquely situated at near the head of Bantry Bay, combining mountain and coast scenery in a perfection,

making it delightful as a place of sojourn and deservedly celebrated as a point in travel. Among the special attractions of Glengariffe are

Cromwell's Bridge, the *Glen* and the *Peep-Hole;* while the views, both by land and from the water, are varied and notable.

From Glengariffe the journey is resumed, again by mail-car, through and over the mountains of Cork and Kerry; one of the most striking of all the objects of interest being the *Road* itself, laid under great difficulties, and showing much boldness in engineering. Noble views are caught, during the earlier portions of the ride, back over Glengariffe, Bantry Bay, and the distant sea; and among the special objects of interest will be noted

Barley Lake, gloomily beautiful, and honored with many of the wildest legends of the mountains;

The Four Tunnels, through the first and largest of which passage is made from the County Cork to the County Kerry; and

The Windy Gap, where the risks of being blown away are about equal to the chances on a yard-arm in a gale at sea. Pause is made, for dinner, at

KENMARE, a thriving town at the head of Kenmare Bay (another indentation of the coast).

It is perhaps during the last ten or twelve miles of the day's ride, between Kenmare and Killarney, that the very finest scenery of the whole route is enjoyed, the road having just enough elevation to keep the pulse exhilarated, and the whole range of the Kerry Mountains coming into full view, with the Black Valley, the Gap of Dunloe and the Chain

of Lakes, all which are passed before ending the journey at Killarney.

[Here a few words of additional information and advice may not be unwelcome, with reference to the whole journey, and a certain part of it. First, leaving Cork for the route, the traveller, male or female, should be careful to have wraps and umbrellas unpacked and within reach, as no covering to the car is possible, and rain may be encountered in the mountains, while the wind, at and about the tunnels, is strong enough and cold enough to enforce close wrapping. Again, give nothing to the innumerable little beggars always following the car: to give a half-penny to one, is to invite the whole population of the mountains. And again—leaving Glengariffe for the second day's ride, those who are shrinkingly nervous will find the right side of the car advisable; while the left side gives the better views, and should be taken by those who enjoy looking down from somewhat pokerish heights and have no objection to Paddy's peculiar whirl around sharp corners at a gallop.]

AT AND ABOUT KILLARNEY.

Killarney (Village) is prettily situated, a mile from the north-east point of the Lower Lake; has a population of five thousand, principally on a single long street; is picturesque (as are many of the blue-cloaked peasant-girls) and dirty (as ditto). The Nunnery, in the midst of the town; the Cathedral, to the north; and some of the hotels, supply all the features worth note, though no visitor to the town

should fail to ride through it at some leisure. Of course *the* attraction of the visit is found in

THE LAKES OF KILLARNEY, three in number, called the Lower (or Lough Leane), Middle (or Muckross), and Upper. They are charmingly situated, at the very bases of the fine hills, with Macgillicuddy Reeks and Purple Mountain prominent at the western extremity; Toro, Mangerton, and the Punch-Bowl prominent objects south and east; and such a variety in rock, shade and winding water as cannot well be matched elsewhere in the world. They are somewhat small and "band-box-y" to an American, and are (as will later be discovered) something like, though wilder and rougher, the English Lakes of Cumberland, with a distant resemblance to Lake George at home. In some features they are unequalled—in the bloom of the broom or heather surrounding them; the size and beauty of the arbutus groves on many of the islands; and the wonderful prevalence of detached rocks thrust up out of the water—especially in the Lower Lake. As is well known, too, they have both poetic and legendary charm in a rare degree, as they are the scene of all the O'Donoghue legends, out of which so many Irish stories and dramas have been formed; while Moore has immortalized one of the most charming portions of the Lower Lake in his "Sweet Innisfallen," and Lover (appropriate name) clustered round them the most mischievous of memories in

"———Kate Kearney,
Who lives on the banks of Killarney."

For only one day's sojourn at Killarney, the most

comprehensive arrangement will be found in taking jaunting-car from the hotel to the extreme lower end of the Lower Lake, and across the bridge over the Lake to Kate Kearney's cottage and the entrance to the wild Gap of Dunloe; thence Kerry ponies, with guide (always in readiness there), through the Gap, by Serpent Lake, and descending to the valley beyond—to the head of the Upper Lake; thence, by boat (sent up to meet, with lunch) down the Upper Lake, the Long Range (including the beautiful "Meeting of the Waters," and Eagle's Nest, with the wonderful echo under it), to the old Weir Bridge, the Middle Lake, under Brickeen Bridge to the Lower Lake, and so homeward, by Glena Bay and Cottage, with stops at Innisfallen and Ross Castle (islands) if time will allow.

Two hours may even yet be found, if departure the next morning is imperative, to ride by jaunting-car to

Mucross Abbey, one of the very finest mediæval ruins in Ireland, standing near the eastern side of Mucross Lake (Middle), with an ivy-grown square tower of wonderful beauty; the tombs of O'Donoghue, McCarthy More and other kings of Munster yet remaining in the chancel; a wonderful old yew-tree filling up the whole court; old cloisters; ivy to any extent; and a history dating back to 1140.

If there is a second day at the Lakes, the first should end with the return from the Gap, down the Lakes, before given; then, on the second day, by jaunting-car, visit Mucross, Torc Waterfall (a very beautiful cascade on the north side of Torc Moun-

tain), and observe the scenery of the Middle Lake, made memorable by Gerald Griffin in his novel of the "Collegians," and in its after-thought, the "Colleen Bawn." Still longer sojourners, with taste for mountain-climbing, will, of course, make the favorite ascent of Mangerton, etc. And whether the sojourn be longer or shorter, there can certainly be found an hour for making the short excursion to the Ruins of Aghadoe, lying a mile or two eastward from the shore of the Lower Lake, opposite Innisfallen. These ruins consist of two round-towers (one of them evidently very old—Norse: probably Danish), and the remains of an Abbey which shows a gateway with some very fine work of the early Norman period.

The traveller should be duly advised that at and around Killarney, "Paddy," male and female, may be found in full glory; that the district is magnificently rebellious—very many of the Fenian prisoners and convicts of 1866–7 having come from about Killarney and the Gap of Dunloe; that roguery and beggary equally abound (male and female again); and that it is not absolutely indispensable to buy all the curiosities offered.

KILLARNEY TO THE WEST AND NORTH.

Leaving Killarney, there are many, of course, who go westward by Tralee, etc., out of Kerry and across Clare, to Galway Bay and Galway, where the rough-riding description of Irishman is yet said to exist in the greatest perfection, with the best potheen and the most jolly recollections of the novelist Lever.

The alternate routes, other than the more direct one to Dublin and the North, may thus be traced:

KILLARNEY TO GALWAY, CONNEMARA, THE NORTH AND WEST.

For the western coast, the Mouth of the Shannon, etc., proceed from Killarney by rail to

TRALEE, pleasant little and peculiarly Irish town near the coast, whence many and interesting excursions may be made by car and boat to Listowel, Kerry Head, Dingle Bay, Valentia, etc.

Or, for Valentia direct, proceed by Bianconi car from Killarney to Cahirciveen, with fine scenery of the Leane, Drungcliffs, the Glencarragh Mountains, views over Dingle Bay, etc. From Cahirciveen by hack car, to Reenard Point, whence ferry to Valentia. Many fine excursions in the neighborhood.

For Galway and the West and North, from Killarney by rail to Mallow, thence to Limerick Junction and *Limerick* (see p. 85*b*). Thence on by rail to

Ennis, at the head of the broad river Fergus, connecting with the Shannon (excursions to Clare, to Quin Abbey, to the fine islands in the Fergus, etc.) From Ennis by rail to

Athenry, important station on line between Galway and Dublin, and within view of the Connemara Mountains. (Branch rail to Tuam.) Athenry by rail to

GALWAY, the capital of the West, and in population the fifth town of Ireland. It is situated at the head of Galway Bay, at the point of intersection of the outflow of Lough Corrib (with fine scenery and tempting excursions), and near the picturesque Connemara Mountains, also easily reached. It has

two colleges—Queen's and Erasmus Smith's; three monasteries, and five nunneries; St. Nicholas and several other churches; and many public buildings, and a considerable number of manufactories, not now in the most prosperous condition, though all the more enjoyable for sight-seeing. The costumes of the people are strikingly noticeable; and the old town will always hold a certain amount of additional interest to Americans, as the port from which the Galway line of steamers ran to New York for a brief period.

From Galway charming excursions may be made by steamer up Lough Corrib, to Cong Caves and Cong Abbey (dating back to 1120), with circuit by public car to Maam, and hired car to Leenane; thence public car to Clifden Castle and waterfall; and similar conveyance back to Galway, skirting the Twelve Pins Mountains, and in this circuit some of the finest scenery of Connemara being enjoyed.

Going north and east from Galway, proceed by train, by Athenry and Ballinasloe, to

Athlone, lying at the southern end of Lough Ree, and offering pleasant excursions in the neighborhood of that lake; thence on by rail to

Mullingar, at the head of Lough Ennet. From Mullingar by rail to DUBLIN. Or, for the North, from Mullingar, by Rathowen, to *Cavan*, and to Clones, at near the foot of Lough Erne. Thence by rail by *Enniskillen* (excursions on Lough Erne,) Omagh and Lifford, to LONDONDERRY; or from Clones by *Armagh* to BELFAST.

[*Clew Bay*, with its islands, and other popular

sections in the north-west, may be visited from Galway, in connection with Lough Corrib, by car to *Castlebar*, thence to *Westport*, Newport, etc., and the long car-route across country to *Sligo;* or with return by rail from Castlebar by *Roscommon* to Athlone, and thence as before arranged.]

KILLARNEY TO AND ABOUT DUBLIN.

The short trip traveller, leaving Killarney for Dublin direct, takes rail by Mallow and *Charleville* (branch to the Limerick road) to

Limerick Junction. [Connections, east, to *Tipperary*, celebrated old town of the legendary fights and much oddity; to *Clonmel*, and to *Waterford* and the east coast. Also westward, to

LIMERICK, city of importance on the Shannon, with a very fine old Cathedral; the ruins of a very strong Castle of the time of King John; large manufactures of laces and gloves, and many historical reminiscences of the siege by Ginkell, with the troops of William III. 1691; as well as a still older history as the seat of the Kings of Thomond, before the Conquest.]

Returning to main route, Limerick Junction to

DUBLIN, the capital of Ireland, and well worthy of a visit both for its present and its past. It lies very handsomely on both sides of the river Liffey, some ten or a dozen miles from the splendid breakwatered harbor of Kingstown (Dublin Bay), of which the famous Hill of Howth, the traditional oath of every true Paddy, forms the bold northern defence against the Channel. Dublin, well known as the

capital of Ireland when a nation, and the vice-regal seat since the Union, is at once one of the handsomest and dirtiest of cities, with very many fine public buildings, charming public grounds, and poor-quarters so much fouler even than those of the ordinary European cities, that they make a sort of celebrity of themselves. It is said to have something more than a quarter of a million of inhabitants.

To the short-trip traveller, of course, the jaunting-car will come into requisition, in and around Dublin, quite as well as in any other locality. There are very few places actually demanding internal examination, though several would repay it; but of outside views there are an extraordinary number worth remembering. One day "at a pinch," and two at comparative leisure, will do the city comfortably, the best of guides being found, as elsewhere in Ireland, in the chatty, smoking driver of the car.

Of public buildings, those best demanding attention are the Castle, famous in both history and romance; the Bank of Ireland (once the Parliament House); Trinity College, from which so much of fun and true learning have gone out to the world; Conciliation Hall, where O'Connell made his great speeches, and on the steps of which his statue still seems to be hurling defiance at the Union and its supporters; the Custom-House; Post-Office; the Four Courts (law building); the Crystal Palace; and some of the churches, with St. Patrick's Cathedral far the most interesting of them. Some hours should be spent in the latter fine old building (restored), whatever the religion of the visitor,—as it is

within it that all the Knights of St. Patrick are (or used to be) installed, their seats and banners showing prominently; while some portions of the edifice show an antiquity of seven or eight hundred years, and the tombs and monuments of Dean Swift, Curran, Archbishop Whately, and several others, lend it a profound interest. The Catholic Cathedral is also said to contain many interesting monuments—among others that of Strongbow (De Valence, Earl of Pembroke), the first English invader of Ireland.

There are some very fine bridges over the Liffey; some splendid monuments, the inevitable Nelson leading off with the finest, in the neighborhood of the Post-Office; some very handsome streets, among the pleasantest of them Lower Sackville and Frederick Streets; while those who wish to find the opposite can be handsomely accommodated by taking a short drive through St. Patrick's Close, Bull Alley, and a few of the other "back-slums" behind St. Patrick's.

Of public grounds, within the city, the only ones of interest are Merrion Square, showing all around it the faded gentility of what was once the "rale ould Oirish arishtocracy"; and Stephen's Green, equally well known as a place of meeting and one of execution. Without the town,

Phenix Park, the boast of every Dubliner, is well worthy of its reputation, from its extent; the shaded beauty of part of it; its high location overlooking the city and harbor; the droves of fine cattle that find pasturage there; the Vice-regal Lodge, with its

handsome grounds, on the northern edge; the great parade-ground (the "Fifteen Acres"), etc.; while

Glasnevin Cemetery, the "Greenwood," "Mount Auburn" and "Laurel Hill" of Dublin, supplies one of the finest of rides to the gates and one of the sweetest of walks within. In quiet beauty of natural scenery, and exquisite taste in arrangement, Glasnevin may vie with any other cemetery in Europe; and in the wondrously-sweet perfume of its many lime-trees will be found another marked charm in midsummer. The resting-place of O'Connell, removed from the centre of the cemetery, is to be found under the high round-tower at the West side, everywhere visible.

A leisure evening in Dublin may be well and wisely spent at the Theatre Royal, where the acting is generally good and the merriest and most appreciative audiences in Europe can be found.

THE DARGLE, the *Glen of the Downs, Glendalough* (the "Seven Churches"), the *Vale of Avoca* ("Meeting of the Waters"), and the other truly magnificent scenery of that section of the County Wicklow, (southward from Dublin), may be easily reached in a short excursion from Dublin, going by rail to Kingstown and *Bray* (pleasant seashore resort and boarding-place;) thence by jaunting-car through the Dargle section, the Irish Switzerland. The time necessary, with return to Dublin, not more than two days, though more leisure may be used to advantage.

At Dublin the very brief southern Irish tour terminates, the tourist running down by rail the few miles from Dublin to Kingstown, and thence taking steamer to Holyhead (Wales) for Liverpool or Lon-

don. With either of the longer tours already sketched, in view, a satisfactory glimpse can be caught of the north, as follows:

DUBLIN TO BELFAST AND THE GIANT'S CAUSEWAY.

Leaving Dublin for the North, the route will be by rail direct to Belfast, much of the lower part of the route lying near the sea, and the whole extent of it crossing successively the Counties Dublin, Louth, Armagh and Down; while of places of interest on the way, Drogheda, with the crossing of the Boyne ("Boyne Water") near it, and its historical recollections of Cromwell and James the Second; Dundalk, where Edward Bruce, brother of Robert the Bruce, was crowned King of Ireland; Newry and Lisburn, will be found the principal.

The special "linen-district" of Ireland is reached in thus running north, and while scenery roughens to become the "Black North," the white-striped bleaching-greens and large linen-factories become a new feature in the landscape, all the way from Drogheda to the capital of North Ireland,

BELFAST, at the head of Belfast Lough, with something like an eighth of a million inhabitants; the most extensive linen-manufactories in the world (in and around it); a Linen Hall, Queen's Bridge and several public buildings of interest, including the Cathedral, Post-Office, etc.; an extensive coasting and Channel trade, and more commercial importance than can be found elsewhere in Ireland, outside of Dublin and Cork. A few hours of leisure will be very well bestowed in visiting the Linen Hall (great

bazaar of the trade), and some of the flax-mills and weaving-shops; while the fine old College (Queen's) and the charming Botanical Gardens should by no means be forgotten in riding and strolling calculations.

From Belfast, north for the Causeway, the best route is to take the rail by Carrickfergus to the little town of Larne, at the sea-end of Lough Larne, where the rail ceases and the long journey by jaunting-car begins. Mail cars (of the "jaunting" pattern) run thence, by various connections, all the way to the Causeway, the breaks being at Cushendall and Ballycastle, and the scenery splendidly compounded of the rough coast and the North Channel at the right hand, and the mountains of Antrim on the left; while Dunseverick Castle and the bridge of Carrick-a-Rede would alone repay the whole journey. One day to one and a half (according to connections) should be consumed between Belfast and

THE GIANT'S CAUSEWAY, one of the most stupendous and wonderful of Nature's freaks, lying at the extremity of the County Antrim and almost at that of the island, nearly in a northerly line with and some twenty miles distant west from the lowest point of the Scottish Mull of Cantire. It consists of nearly one-fifth of a mile (1,000 feet) of upright basaltic columns, stupendous in size, varied in shape (as to the number of sides of each crystal), and so fitted to each other as no hand but that of the Divine Architect could have arranged them. They should be walked over, boated round (and into the caves) when the weather and a sea smooth enough will allow, and

laid up in memory with Niagara, the Western prairies, and the Alps,—whether the legend is or is not received, that the Causeway was built by Finn McCoul, the Irish giant (original Fenian — properly "Finnian"), to allow a Scotch giant to come over and be lathered by him!

The return from the Causeway, if the approach has been made up the coast, should be very differently made. A few miles by jaunting-car takes the tourist to

Dunluce Castle, a collection of splendid old historical ruins overhanging the sea in picturesque grandeur, and considered unequalled in the world for situation. Some four miles from Dunluce is reached

Portrush, town and watering-place, the most northerly town in Ireland, with splendid wild rocky coast, fine bathing-beach, the bold promenade-headland of Romore, commanding fine views of the Donegal Mountains and the opening of Lough Foyle,—and all the attractions, in short, necessary to make it a place of delightful sojourn—all the more welcome, to the tourist, because without it those who wished to spend more than a few hours at and around the Causeway, would be almost or entirely without shelter deserving of the name.

From Portrush return may be made direct to Belfast, in about six hours; or, with a little additional time, by rail, through Coleraine ("Kitty's" birthplace) to

Londonderry (or Derry), on the river Foyle, at the head of Lough Foyle, where a very handsome little town of twenty or thirty thousand inhabitants may be seen, remarkably well built, lighted and paved,

with a central Diamond Square; a Cathedral; Foyle College, (old and new); old Gates and other reminders of the "Siege of Derry," 1689; steamers to Moville and Greencastle, to Glasgow, Liverpool, New York, etc.; and a thriving trade and brisk manufactures, indicating much prosperity.

From Londonderry there are two routes by rail back to Belfast: by return to Coleraine (much the nearer); or taking the line so far southward towards Enniskillen or Omagh, and branching then eastward to Portadown, striking the road from Dublin at Lisburn. In either event the traveller is once more at Belfast; ready to take steamer to Glasgow, and the more-or-less brief Scottish tour.

[For those Americans who take Ireland *last* instead of *first*, of course the previous hints will need to be precisely reversed. Landing at Belfast from Glasgow, the run will be up to the Giant's Causeway and back to Belfast; then down to Dublin; thence to Mallow and Killarney; returning by Mallow and changing there for Cork and Queenstown and the home-steamer.

Leaving out the North, in the yet shorter trips, and landing at Dublin (Kingstown) from Holyhead, the course will be to Mallow and Killarney from Dublin; then back by Mallow and change there for Cork and Queenstown, as before. For time necessary to be consumed in the different Irish routes, see paper at commencement, on "Time of Trips."]

SHORT TRIPS IN SCOTLAND.

THERE are two directions of the most ordinary progress, in Scotland, just as there are two principal land-approaches. Those who reach Edinburgh first, take more or less of the Highlands on their way to Glasgow; and *vice versa*. The point of view to be followed, in the present paper, is based on the assumption of Glasgow being first visited: of course, in the alternative case, the order here adopted simply needs reversing.

Assuming, then, that the tourist has reached Glasgow first, whether by steamer or rail, the first matters of interest are to be found

IN AND ABOUT GLASGOW.

GLASGOW, situated on the Clyde, is second in importance of the cities of Scotland, and in some respects the first. It has a population of between three and four hundred thousand; is busy and thriving in every detail of commerce and industry; and is probably a little more like New York than any other city of the Eastern World. It, in connection with Greenock and the banks of the Clyde between the two places, carries on an immense business in iron shipbuilding, and no small amount of interest is to be found in visiting the great yards, with their founderies. It seems legitimate, by the way, that these "Clyde-built steamers" should supply nearly half

the world, as they do—as the first steamer ever built in Europe is said to have been launched here (in 1812), and James Watt, the great applier of steam-power to vessels, was born here. It has also a very extensive shipping and coasting trade, as is well known.

Architecturally and in public grounds, it has many beauties and much historical and romantic interest.

The Cathedral, dating back to the 12th century, and containing, with the yard, many fine monuments (among others that of John Knox), is a very proper boast of the Glasgow people; and the Royal Exchange commands very general admiration. It has five handsome bridges crossing the Clyde, and splendid quays down the river front; that portion of the wide drive which they supply (commencing at the *Broomielaw*) being absolutely necessary to be traversed by any one desiring to say that he has properly seen Glasgow and its historical river.

Kelvin-Grove Park, the great public ground of Glasgow, lies on the Kelvin Water, a small stream running into the Clyde at the west end of the city, and is very beautiful, though the little stream itself, poisoned by the mills above it, is foul enough for Cologne. The other most notable public ground is

St. George's Square, lying in the centre of the town, surrounded by the principal hotels and many public buildings, and containing monuments to Scott, Nelson, etc. Among the special "lions" of Glasgow may be reckoned

The Salt Market, now nothing but a shabby quarter adjoining the City Prison (between the columns of which Pritchard, the wife-murderer, was

hanged in 1865), but immortalized by Scott as the residence of Baillie Nicol Jarvie, in "Rob Roy"—many other quarters of the town, too, being sacred to similar memories, real and romantic, of the great freebooter and others of his class who made Glasgow a resort from its proximity to the Highlands.

Glasgow should be driven through and around in one of the open cabs plentifully supplied; and the tourist should not fail to be taken from the Salt Market up through the town by the High Street (where the worst mobs in Europe often gather), with a view of the dingy but celebrated old University, the tumble-down antique (and some shockingly dirty) houses, and many other objects of interest which the driver may always be depended upon to point out.

With even one day to spare before pushing on to the Highlands, one excursion from Glasgow should certainly be made, one day being occupied in that and the return.

AYR AND THE BURNS NEIGHBORHOOD.

Ayr lies some forty miles southwest of Glasgow, on the North Channel, and immediately opposite the Isle of Arran. It may be reached by rail in two hours, after passing, only a few miles from Glasgow, through

Paisley, a thriving town, celebrated for its manufacture of shawls and other woollen, cotton and silk fabrics; with a fine old Abbey Church (scarcely worth breaking journey to visit, however); and the Ellerslie Oak in sight at the left, under which Wallace is said to have hidden from the pursuing English.

In the little seaport town of Ayr, proper, the most interesting object is to be found in the two bridges, an old and a comparatively new one, immortalized by Burns in the poem of the "Twa Brigs." On what is called the Wallacetown side of the river, stands

The Wallace Tower, on the site of the dungeon where he was confined; with a statue of the hero in front and the clock and bells of the old dungeon at the top. A carriage should be taken, after the local surveys, to visit

The Burns Cottage, about two miles from Ayr—a very humble house, with two rooms and in bad repair, where the poet was born in 1759. Some two miles beyond is

Kirk Alloway, the haunted church made memorable in "Tam o' Shanter"; and in the immediate neighborhood runs

The Doon, a quiet little stream, sacred to poetry and song, from the "Banks and braes o' Bonny Doon," crossed by the single-arched stone bridge where Auld Clootie pulled off the tail of Tam o' Shanter's mare.

The Burns Monument, near the banks of the Doon, has been built about fifty years, is a handsome Corinthian-columned structure of 60 feet, with a cupola, and has many interesting reminders of the poet in a room on the ground floor—among other things, a portrait, the Bible which he gave to Highland Mary, a snuff-box from the wood of Alloway Kirk, etc. The scenery of the Doon is worthy of its poetic reputation; and as the return can be made to

Glasgow the same night (by rail from Ayr), the day is one not to be missed.

GLASGOW TO EDINBURGH, BY THE TROSSACHS.

The shortest route from Glasgow to Edinburgh, with any glance at the Highlands, may be made in a single day, though two would be more satisfactory. Whether taken in one or two days, however, it is one of the most charming on earth, especially in fine weather, which cannot always be calculated upon.

Leave Glasgow by rail, down the Clyde, with nothing of special interest on the way, until passing, on the left and on the near or upper bank of the Clyde,

Dumbarton Castle, now a cluster of ruins on a cleft hill skirting the river, but famous in history and once held in high estimation as a fortress, as well as being the spot from which Mary Queen of Scots, when a child, sailed away to France. Not far beyond Dumbarton, the disembarkation is made from the cars, at the little station of

Balloch, at the south end of Loch Lomond, where steamer is taken up the Lake,—the Lake itself and the Scottish Highlands, with

Ben Lomond crowning the prospect, being in full view thenceforth and the real charm of the trip begun. Loch Lomond is strikingly beautiful, with many reminders of the American Lakes George and Winnepesaukee, especially at the lower end, studded with beautiful islands; while it has a double interest in Ben Dhu, Glen Luss, Ross Dhu, Bannochar, Glen Fruin, and other objects which will readily be point-

ed out, on the left, referred to in the rowers' song ("Hail to the Chief") of the "Lady of the Lake;" and Ben Lomond, on the right, continues to attract the closest attention by its crag-broken peaks of green.

Landings are made at Luss, on the left, and at Rowardrennan on the right; and at Tarbet, again on the left, those go ashore who take coach for Loch Long, Inverary, etc. But the tourist does not land until he catches sight of

Inversnaid—Fort and landing—the latter a trifle, and the former a mere apology for a fortification, built for defence against the McGregors (with Rob Roy at their head) in 1713. Inversnaid has another interest, in the fact that it formed the "lairdship" of Rob Roy, before he became an outlaw and a free-booter. His "Prison," a rocky fastness at the water's edge, in which he was said to confine his captives, is passed lower down, at the foot of Ben Lomond, while his "Cave" lies above Inversnaid, and is only seen by those who continue upward to the head of the lake.

At Inversnaid four-horsed carriages are taken, across the beautiful heather-bordered strath towards Loch Katrine, with splendid mountain scenery in every direction. Part of this ride lies beside the little river and Loch Arklett; and at a certain point the spot is shown where not many years ago yet remained the cottage of Helen McGregor. All this, between the two lakes, is especially the "Rob Roy" country, and alluded to in the novel of that name.

Loch Katrine, claimed to be one of the most

beautiful lakes in the world, and certainly lovely in its mountain scenery, is reached after a few miles, the carriages being left and another steamer taken, at

Stronaclachar (or Coalbarns), a little landing at the extreme head of the lake, from which a glorious view can be caught of almost its entire length and of the historical mountains that gird it.

The "Rob Roy country" has been changed for that of the "Lady of the Lake," on leaving the strath and reaching Loch Katrine; and passing down the lake on the steamer, the points named in that remarkable poem rapidly present themselves. Of these one of the most forcibly interesting is

Ellen's Isle, a very small wooded island at the left, where the meeting between Fitz James and Douglas is supposed to have taken place, and where the immortal little lady was seen with her boat and paddles. A little farther onward, to the right, shoots up the giant mountain

Ben Venu, ragged and craggy in outline, and with what has been designated as "the sunshine rippling down the green, between its fretwork of bulging crags." Ahead shows the sharp, pointed summit of

Ben A'an, marking the pass through the Trossachs, through which the Knight of Snowdoun made his way towards Stirling.

The landing is made, all too soon, at a little covered toy-wharf at the foot of the lake, where open carriages are again taken, for the ride through the Trossachs to Callandar. The scenery is now among the finest in Scotland, and so continues for miles—

wild, wooded, craggy, mountainous. A halt is usually made for lunch at the pleasantly-situated hotel of

Ardcheanocrochan, in the Trossachs (literally "bristling country"), under the brow of Ben A'an. Two or three miles away, across the valley and Loch in front of the hotel, lies

The Clachan of Aberfoil, so well remembered by all readers of "Rob Roy;" and those who lie over for a day at Ardcheanocrochan (as many do) should make the short excursion to the little Highland hamlet of Diana Vernon and Captain Galbraith.

From Ardcheanocrochan the tourist pushes on, still by carriage, through the pass, amid splendid mountain scenery, much of it reminding of that at the Franconia Notch of the White Mountains. Very soon after leaving, Loch Achray appears on the right; and then the Turk Water is crossed, by the

"*Brigg of Turk*," celebrated in the "Lady of the Lake" as the spot where

> "When the Brigg of Turk was won,
> The foremost horseman rode alone."

Some of the very finest of the Highland scenery is here, for to the left, shortly afterwards, are seen the tall pines of wild Glenfinlass, back of the heathery Craig More and the Glenfinlass hills; then comes Loch Vennochar, to the right, with beautiful

Lanrick Mead ("Glendrig") on its border, where the Clan Alpine always gathered, and where the summons went out to assemble, in the poem. Some very pleasant glimpses of Scottish rural life are

to be caught on the way along Loch Vennochar; and near the southern or farther end, comes a pretty fall of water, made useful in supplying the Glasgow Water-Works, but celebrated as

Coilantogle Ford, where Fitz James and Roderick Dhu had their conflict.

Ben Ledi, another of the Highland giants, comes into view here, at the left; and shortly after the way lies over Callander Bridge, and the tourist is ready for dinner at

CALLANDAR, a little old town with a street about one mile long, and of no particular interest. Here the carriages are abandoned and the railway is taken for Stirling. Two places of marked poetical interest are passed on the way, as the road passes through the village of

Dunblane, made famous by the old song of "Jessie, the Flower of Dunblane," and shortly afterwards through the handsome town and over the

Bridge of Allan, made equally famous by the sweet old ballad of "Allan Water."

Approaching Stirling, a fine view is caught, on the left, of the unfinished

Wallace Monument, on the Abbey Craig, a tower which will be very imposing when finished; and then come

STIRLING AND STIRLING CASTLE, the former a very old, uneven-streeted, picturesque town, well worth some hours of rambling, and the latter a very high rock-throned fortification of irregular character, said to be not less than eight or nine hundred years old, overlooking the river and valley of the Forth, the

Carse of Stirling and the Battle-field of Bannockburn, so famous throughout all Scottish history.

The view from Stirling Castle battlements is wonderfully fine, covering the Highlands at the west, the Ochill Hills to the north and east, and the Campsie Hills to the south, the town of Stirling, the ruins of Cambuskenneth Abbey, the Abbey Craig, Bridge and Water of Allan, the Carse, Valley of the Forth, etc.; and by many it is considered almost unequalled in Europe. The old apartments within the Castle are well worth examination, especially

The "Douglas Room," where James II. assassinated the powerful and turbulent Earl of Douglas, about 1440; and to the north of the Castle should be visited the

"*Heading-Hill,*" where many of the executions of old used to take place, especially those of the Duke of Albany, Earl of Lennox, Walter and Alexder Stuart, etc., by James I., 1424.

Excursions may be made to the

Field of Bannockburn, two and a half miles south, where the Scottish Bruce defeated the English Edward II., 30,000 against 100,000, on the 24th June, 1314, establishing again the Scottish monarchy and giving ground for Burns's ever-popular "Scots wha hae wi' Wallace bled!" Many points of local interest, thereabouts, will be explained and shown by the guides—among others the Bore-Stone, the Bloody Folds and the Gillies' Hill, all connected with the battle. A profitable hour may also be spent, before leaving Stirling, in visiting the ruins of

Cambuskenneth Abbey, near the town; and, if time allows, also

Doune Castle, a very fine old remain, not far from the Bridge of Allan. It was among and around this scenery that Sir Walter Scott spent many of his early days, forming his taste for the historical and romantic.

There are also several buildings in Stirling proper, worthy of visit and notice by those who tarry yet longer; among others the Grey Friars' Church, near the Castle, built by James IV.; Argyle's Lodging; Mar's Work, etc.; but these are all secondary in positive importance, to those who have but a limited time for stay.

The run from Stirling to Edinburgh may be made in either of two ways: by rail, requiring a couple of hours, or by boat, occupying about three, and passing down the River Forth to the Firth, and landing at Leith (port of Edinburgh), with excellent views of the Firth and its islands, Inch Keith, etc., and of the coast, the fishing-town of Newhaven (scene of Charles Reade's "Christie Johnstone"), etc. In fine weather, the latter is by far preferable. From Leith, if proceeding by boat, two miles by carriage to Edinburgh.

GLASGOW TO EDINBURGH—SHORT ROUTE, BY RAIL.

Rail can be taken direct from Glasgow to Edinburgh, crossing portions of the counties of Lanark, Linlithgow and Edinburgh, and the time consumed only two-and-a-half to four hours; no point of special importance being passed, except the old

battle-field of Falkirk. Or the run may be made by *Stirling*, the route being more circuitous and more interesting, and the time consumed some two hours in addition, besides what may be needed for a brief stop at Stirling, if no other opportunity offers for examining the details already given in marking out the longer route.

EDINBURGH OR GLASGOW TO PERTH, DUNDEE OR ABERDEEN.

Rail may be taken from either Edinburgh or Glasgow, by *Stirling*, to

PERTH, a town of much antiquity and historical and romantic interest, as well as beauty of position, at the head of the Firth of Tay, especially notable as the scene of Scott's "Fair Maid of Perth," and the alleged death by starving, in the dungeons of the now-demolished castle, of the Duke of Albany, brother to King Robert the Third—which incident is interwoven in that powerful "Chronicle of the Canongate." From Perth, by rail, to

DUNDEE, situated in Forfarshire, at the north lip of the Firth of Tay, celebrated in the variation of the old song of "Bonnie Dundee":—

"Open your gates and let me gang free,
For I canna stay langer in Bonnie Dundee;"

and now especially distinguished for commercial prosperity, and the manufacture of those coarse and heavy linens, known all over the world as "Dundee goods."

From Dundee by rail, by Arbroath, across Forfar and Kincardineshires, to

ABERDEEN, at the mouth of the River Dee—another of the great industrial centres of the (Eastern) Highlands, seat of the well-known Marischal College, and in many regards, in location and historically, one of the most interesting towns in Scotland.

[From Aberdeen, those whom pleasure or business may lead northward by that route, can take rail westward across the counties of Aberdeen, Banff, Elgin, Nairn and a part of Inverness, to *Inverness*, for the descent of the Caledonian Canal, to be more specially noted in a following paper.]

FROM GLASGOW OR EDINBURGH TO INVERNESS, BY HIGHLAND RAILWAY.

The recent through opening of the Highland Railway, from the Firth of Forth to Moray Firth, has given new facilities, of the first importance, to travel in the Highlands, and supplied one side of a double route, employing only brief time and moderate expense, which should by no means be missed by any tourist who desires even moderate knowledge of the beauties of "bonnie Scotland."

For this route (involving the Highland Railway *up* and the Caledonian Canal *down*), three days absence from Glasgow or Edinburgh will suffice, if time presses very closely; though twice that time, or even more, may be profitably employed.

Take rail (as by either of the routes before given) towards Dundee or Aberdeen, so far as Stirling and Perth. From Perth to

Dunkeld, on the Tay, where the tourist may well

lie over a train, for the beautiful scenery in the neighborhood. Thence through wilder scenery, with views of the rivers Tay and Tummel, through the splendid

Pass of Killiecrankie, which is reached soon after leaving the station of Pitlochrie. This is justly considered, in its wild beauty, one of the finest passes in the British Islands, and has the great historical interest of having been the scene of the last fight, victory and death, of the celebrated Grahame of Claverhouse, Viscount Dundee. Shortly after Killiecrankie, is reached

Blair Athole, where a corresponding stop is not unadvisable, to see the charming residence and grounds of the Duke of Athole (visible at the right, shortly after leaving the station), as well as Glen Bruar and Bruar Falls ("Bruar Water," immortalized by Burns). Not much of interest, beyond rugged Highland scenery and moorland, is to be met with north of Blair Athole, except glimpses of the River Spey, and the strath of the same name, (whence "Strathspey," the favorite Highland dance), until reaching

Forres, in Elgin, famed for its quiet beauty, and notable as having been one of the places visited by Charles Edward Stuart both before and after the defeat at Culloden. Here occurs the junction with the road from Aberdeen. Beyond Forres, and approaching the Moray Firth, is passed through the large and busy town of

Nairn, made famous by the residence of Lady

Nairn, authoress of many sweet Scottish ballads. Shortly after leaving Nairn, the road lies across

Drummossie Moor, or *Culloden*, scene of the terrible defeat of the Pretender by the Duke of Cumberland, in 1745, which destroyed the chances of the Stuarts in Great Britain. The Moor lies on the very shore of the Moray Firth, and immediately beyond it is reached the end of the route, at

INVERNESS, virtual capital of the Eastern Highlands, lying at the head of the inner or Inverness Firth (or "Beauly Firth"), and at the mouth of the River Ness which empties into it. The town has many advantages of location, and presents strikingly picturesque views, especially at and around its port, at the Ness, and the point at which the Caledonian Canal commences. Commercially, apart from its being the terminus of a great line of railway and a minor port, Inverness is notable as supplying one of the largest wool-markets in Europe (with an immense wool fair of three days, every year in July), and as forming a great depot for the sale of Highland plaids, dresses and ornaments. The Castle, a picturesque modern building, stands near the port. Shakspearean students, who make any sojourn, find rich treats in visiting Cawdor Castle, at some distance, alleged to have been once the residence of Macbeth—and the ruins of Old Inverness Castle, down the Ness, identified as the residence and scene of the murder of King Duncan; while the lovers of Jacobite lore enjoy opportunities of visiting Culloden and many other points of interest connected with the unfortunate Last of the Stuarts.

FROM INVERNESS, BY THE CALEDONIAN CANAL, TO GLENCOE, OBAN AND GLASGOW.

For this return southward, which may take rank with any other voyage, of the same extent on the globe, for picturesque and varied scenery—the tourist takes steamer at Inverness, on the Caledonian Canal, to pass through Loch Ness, Loch Lochy, Loch Oich, Loch Eil and their connections to Loch Linnhe, which latter is literally an arm of the open sea, opening out of the Firth of Lorn. Mountains, lakes, ruined castles and romantic names accompany throughout the whole journey along this "Great Glen of Scotland;" and peculiar cheap, local guide-books (sold on the boats) are found indispensable for a full understanding of the route and surroundings which can be only indicated here.

The Canal (a most stupendous enterprise, commanding unmixed admiration) extends, in its first section, from Inverness to the commencement of Loch Ness at Bona Ferry; and the most prominent objects attracting attention between the two points along the river Ness, are *Ness Castle*, *Dochfour House* and *Aldourie House*. On LOCH NESS itself, the most commanding object on the upper portion, is

Urquhart Castle, on the right, on a point at the opening of the celebrated Glen Urquhart—the castle having a most interesting history, including one seige by Edward I. A little beyond, on the left, comes the picturesque

Pass of Inverfarikaig, rendered more interesting

from the fact that at and around it occurred many of the romantic and melancholy events following the battle of Culloden. Not far beyond, also on the left, the steamer stops at Foyers (landing) for a certain time, and opportunity is given to visit the

Fall of Foyers, considered by many (and among others, by Prof. Wilson) the finest fall in Great Britain, and certainly magnificent in its height, rush of water and wild mountain setting. At Fort Augustus the boat passes into the canal again for a short distance, to LOCH OICH. On this Loch, which is one of marvelous beauty in its surroundings, two specially prominent objects present themselves—both on the right—the

Well of the Seven Heads, with a legend which need not be here given, of Macdonald revenge; and the matchlessly noble and beautiful ruins of

Invergarry Castle, feudal home of the Macdonalds for centuries, until burned (not *destroyed*) by the Duke of Cumberland on his march southward after Culloden. It is also here, at the mouth of the Garry, that Glen Garry commences, giving name to one favorite bonnet of the Highlands.

At *Aberchalder*, where Prince Charles Edward mustered his army before coming southward, the boat passes from the Canal into LOCH LOCHY, the two principle notes of interest on which are—that at the left, shortly after entering it, is seen the old battle-ground of Kinloch-Lochy, where the Frazers were, in 1544, destroyed by the Macdonalds; and that at the lower part of the Loch, to the right, toward Loch Arkaig and Ben Vain, stood the resi-

dence of the unfortunate Cameron of Lochiel, the friend of the Pretender and hero of Campbell's "Lochiel's Warning."

At Spean, Loch Lochy ends and the canal is again taken. At about this point, too, in fine weather, heaves into view, ahead and to the left,

Ben Nevis, highest mountain in the British Islands, generally bearing snow in its upper ravines throughout the summer. The view, thus commenced, does not end in the fine weather before indicated, until far down Loch Linnhe. Change of boats for those going through in the same day, is made where the canal ends in LOCH EIL, at

Banavie (Corpach), where also, sojourn for the night is often made; as also at

Fort William, on the opposite side of the Loch—a favorite spot for those who wish to explore Glen Nevis or examine the "Parallel Roads of Glenroy." Between Banavie and Fort William, by road, are passed, on the right, the fine old ruins of the

Castle of Inverlochy, famous in history, and doubly famous from having been immortalized by Scott in

"The war-pipe and pennon are at Inverlochy,"

and from the fact that immediately under its walls was fought the great battle of Inverlochy, in 1645, between the Marquis of Montrose (Stuart) and the Marquis of Argyle (Parliamentary), in which the force of the latter was literally destroyed.

It is possible to proceed from Banavie to Oban, the same day; but a much wiser plan is to change

to the Oban boat at Banavie, pass down Loch Eil and Loch Leven, and land at

BALLACHULISH (Glencoe), where views, scarcely second to those over Killarney, can be obtained from the hotel, and where is the starting-point (by carriage) for the

Excursion to Glencoe, scene of the Massacre in 1689—one of the wildest spots in the Highlands, full of sad interest—and to the House of Mac Ian Macdonald, the place of its commencement. The sojourner at Ballachulish has also the advantage of its being the headquarters of the proprietor of all the mountain stage-coach service for a large extent of country; so that any who may wish to leave the boat finally at Ballachulish, and cross the country by Glencoe and Loch Awe, to the head of Loch Lomond—and thus pursue the return to Glasgow or Edinburgh by Loch Lomond, Loch Katrine and the Trossachs, can here make arrangements for such journey. Or, any who may choose to go on by boat to Oban, and then cross country to the head of Loch Lomond, avoiding the comparatively open sea run from Oban to Crinan, and from Ardrishaig to Glasgow.

Pursuing the ordinary (and preferable) route by Oban, leave Ballachulish by boat down LOCH LINNHE, and the sounds flowing out of it—a run of three to four hours, with splendid views of the shores of Appin, of *Stalker*, *Shuna* and *Barcaldine Castles;* and, nearing the end of the run, of the ancient and wonderful *Beregonium;* of

Dunstaffnage Castle, standing at the entrance of

Loch Etive into Loch Linnhe, said to have been erected by the Picts, to have been afterwards a royal residence, and the place from which the Scone Stone (now under the coronation-chair in Westminster Abbey) was originally derived; and, yet nearer to the close, entering the Sound of Kerrera, of *Dunolly Castle*, old and wonderfully picturesque stronghold of the Macdougals of Lorn, with features yet remaining that must command the most unqualified admiration. This brings the tourist to

OBAN, on Kerrera Sound, a most beautiful little town, lying principally on a sheltered horse-shoe bay, a watering place of eminence, and point of departure for many excursions—to Glasgow, to Inverness, to Loch Lomond (coach), to Staffa and Iona, to Skye, the Hebrides, etc. A sojourn of days may be pleasantly made here; and the popularity of the town as a place of summer resort, for residence as well as excursions, is rapidly increasing.

From Oban by boat to *Crinan*, on Jura Sound. Thence through canal, by small steamers, to *Ardrishaig*, Loch Gilp (head of Lower Loch Fine), where a large steamer is taken, passing down the whole length of Lower Loch Fine, through the strikingly picturesque *Kyles of Bute*, into and up the Firth of Clyde, and the Clyde itself, by Tarbert, Rothesay, Dunoon, Greenock, etc., to GLASGOW.

OBAN TO STAFFA AND IONA.

This excursion occupies one day, and is made nearly every fine day during the summer. A steamer leaves Oban in the morning for

STAFFA, a very small island, lying a few miles to the west of Mull, off which passengers are disembarked into boats, and enabled to enter and make inspection of

Fingal's Cave, a basaltic columned natural curiosity, of giant size, jutting into the sea, and presenting many of the characteristics of the Giant's Causeway (Ireland), but with peculiar features of overhanging roof and arched caves, rendering it, perhaps, even more interesting than its rival.

Thence the boat proceeds, a few miles further southward, off the southwestern point of Mull, to

IONA, a larger island, where are to be seen the ruins of the

Abbey of St. Columba, the (reputed) tombs of forty-eight Irish Kings, many stone crosses, and other interesting relics of the pietists of long-gone days. Return is made to Oban at early evening.

OBAN TO CALLENDAR, BY RAIL.

A railway has been for some time in progress, and will soon be finished (possibly before the publication of this edition), leading from Callendar, near Stirling, across the heads of Lochs Katrine and Lomond, and thence across the head of Loch Awe, by the Pass of Awe and Glen Lonnan, to Oban—so as to form rapid connection between the east and west coasts at that point of Scotland, and materially advance the interests of tourists. Attention is called to it in the present instance, more as something to be *looked after* and *inquired about*, than depended upon. At no distant day, if not already, it will be

found an accomplished fact, a great convenience, and no doubt a profitable speculation, as the Scottish Highlands, second to no line of travel in the world, become better known and appreciated.

[Of this and other routes through the Scottish Highlands, it may be allowable to say that no proportion of justice has been done them by Americans, except the few who owned near Scottish blood, and thus found the directions and companionship of relatives. Travel has been too exclusively directed to the Continent; but late events in Europe may materially change the courses pursued.]

AT AND ABOUT EDINBURGH.

Edinburgh, the capital city of Scotland, lying some two miles from the south side of the Firth of Forth (at Leith), will be found at once one of the most beautiful towns in Europe in location and buildings, and one of the most interesting in the historical, romantic and poetical associations with which it is studded. It has a population ranging between 180,000 and 200,000; is divided into two parts, the Old and New Town, by a deep ravine or gulch, once a deformity, but now spanned by beautiful bridges and overhung by charming gardens (the "Prince's Street"). It has three points of principal interest, all elevations, and lying nearly equidistant from each other, in a triangle: the first being the Calton Hill, the second Arthur's Seat, and the third the Castle; while in passing through and looking down a single street in the Old Town (the High Street, changing into the Canongate), and a single one in the New

Town (Prince's Street), the difference between mod ernism and antiquity will be wonderfully well shown

The at-all-hurried traveller should "do" Edinburgh by cab—an open one if the weather is fine, and a close one in the opposite event; the driver, here as elsewhere in Europe (*not* always in America), being one of the most useful of guides.

Calton Hill may well be first visited, with its Nelson, National, and other monuments, Observatory, fine views over the Firth of Forth, etc.; and on the way down from it will be passed the

Burns Monument, a beautiful structure, containing a collection of relics of the poet, well worth an hour's visit;

The Bridewell and Debtors' Prison, very handsome embattled buildings—too handsome for their use. It is worthy of particular note that on the spot where the prison now stands, stood the old "Kirk of Field," in which Darnley, Queen Mary's husband, was blown up and killed in 1567. Passing down the North Back of the Canongate, the visitor will be in a moment at the

Palace of Holyrood, a queer but handsome old French-looking chateau, with pointed pepper-box turrets, by far the most interesting building in Scotland, and unexcelled by any in Europe.

This Palace (or "Holyrood House," as it is oftener called) is said to have been founded by David the First, the Crusader (who figures in Scott's "Talisman"), about 1130 or 1140; and it has ever since held a prominent place in Scottish history, being generally the residence of the royal family while there

was one to reign, and especially sacred to the fortunes and misfortunes of Mary Stuart.

The gateway of Holyrood is handsome, and noteworthy from its still bearing the arms of Queen Mary. Opposite to it is a very handsome fountain, erected by the late Prince Consort (Prince Albert); and across the Court-yard is an humble building, much observed, said to have been Queen Mary's Bath.

Within there are state apartments for the present royal family when visiting Holyrood, but they are of no consequence after (or before) seeing the corresponding apartments at Windsor Castle. The rooms especially commanding attention are

The Picture Gallery, a very long low-ceilinged chamber, filled with royal portraits (ugly enough, most of them) of all ages, but showing a much greater attraction in having once been the great Hall of Holyrood, and the spot where Charles Edward Stuart, the Pretender, when holding Edinburgh in 1745, held the "Hunters' Balls," one of which is made so notable in the pages of "Waverley." Among the portraits best worth observing here, however, are those of Robert Bruce (1306); David the First (1124); James the Fourth (killed at Flodden Field, 1513); James the Fifth (the "Fitz-James" of the "Lady of the Lake," and father of Queen Mary); Charles the First; Duncan (murdered by Shakspeare's Macbeth); Macbeth himself; and Malcolm (Malcolm Canmore) who succeeded the kingly murderer.

Lord Darnley's Rooms come next in order of showing, with pictures and tapestry; then

The Staircase is seen—that narrow staircase up which the assassins crept to murder David Rizzio. It is on the floor above that the two most interesting rooms in Holyrood are to be found:

Queen Mary's Audience-Room, where that unfortunate queen gave her audiences and was lectured by John Knox. On the magnificent canopied bed, with its rotting velvet, still standing here, Charles the First slept while at Holyrood; the Pretender, in 1745, and the Duke of Cumberland after Culloden. The next room is still more interesting and mournful—

Queen Mary's Chamber, where she slept; the room panelled in ceiling and with tapestried walls; and the bed still standing as she left it, rotting, now, canopy and covering; while several other remembrances of her—table, work-box with work, etc.—fill up the room, one of the most sadly attractive on earth. Close adjoining is

The Supper Room, where Rizzio was stabbed while clinging to the very skirts of the Queen; and just beyond is

The Ineffaceable Blood, the spot at the stair-head where Rizzio was dragged to die, and where a large dull red stain appears, which those who have "faith" enough may believe has lingered, spite of fading and scrubbing, for three hundred years! Adjoining Holyrood House are the ruins of

Holyrood Abbey, of which the roofless walls remain, with very handsome Gothic gateway and windows, old tombs in the pavement, and recollections of the altar where Queen Mary was married to Darnley.

Away from Holyrood the drive should be resumed, up the "Queen's Drive" and around

Arthur's Seat, the high hill overlooking Edinburgh, with a collar or ruff of rocks under the brow, called Salisbury Crags. Some fine views are caught in skirting the hill; and one of the noblest in Europe is attained on leaving the carriage and climbing to the rocky top, whence Edinburgh, the Lothians, the distant Highlands, the Frith, etc., are all spread before the eye. Coming round the hill toward the town, excellent views are caught of

Jeanie Deans's Cottage, the *Wall of Dumbiedikes*, and *Muschat's Cairn* (near Salisbury Crags), all immortalized in Scott's "Heart of Mid-Lothian."

Many interesting objects present themselves in driving from the foot of Arthur's Seat, up the Canongate, the High Street, the Lawn Market and Castle Hill, to the Castle. The very tall old houses (some of them twelve stories!); the narrow alleys, or "Wynds"; some of the churches (among others the Tron Church, in which may be seen the altar at which the real and actual Annie Laurie was married)—Dr. Guthrie's, St. Giles (with its splendid spire), the Assembly Hall, etc.); Sir Walter Scott's birth-place; the

House of John Knox; Argyle's Balcony; the Tolbooth (prison); the old Parliament House; and many other objects of interest stud the drive, until

EDINBURGH CASTLE is reached, rock-throned, commanding and picturesque, with a narrow and winding entrance, odd old chambers, the

Birth-Room, where Queen Mary bore James VI.; the

Regalia-Room, where the regalia of Scotland is preserved and shown (by order obtained at the Council Chambers, High Street, every day between 12 and 3), with an antiquity dating back beyond record, while it has figured in nearly every phase and period of Scottish history. Principal among the incidents connected with it, meanwhile, will be remembered its capture from the English by the Earl of Moray (by escalade of the rock, as Quebec was taken by Wolfe) in 1313,—and its long defence for Queen Mary by Kircaldy of Grange, in 1573. Among the notable curiosities connected with the Castle, is

Mons Meg, an immense old cannon (till the days of our late war), founded in France, known to have been used at the siege of Norham Castle in 1514, and burst in firing a salute to James Duke of York (James II.) in 1682—perhaps as a warning of the blow-up that was coming to *him!*

Among the other objects which should certainly be seen at Edinburgh, is the

Scott Monument, on Prince's Street, a Gothic structure of more than two hundred feet in height, with a magnificent colossal statue of Sir Walter, by Steel, shrined within, many emblematic figures, an inscription by Jeffrey, and altogether one of the finest monumental works of the age.

George Heriot's Hospital (made memorable by Scott, in the "Fortunes of Nigel"); the fine old University; Greyfriars' Church and Churchyard; the Antiquarian Museum; George's Square; Bruntsfield Links (meadows); the Edinburgh Cemetery; Leith, with its magnificent Granton Pier, and Leith

Walk leading down to it—these, and fifty other objects of interest, present themselves to longer tarriers in the fine old town, though hasty visitors will scarcely find time for them.

An evening may generally be spent very pleasantly at the Theatre Royal, which supplies the leading spectacular entertainment of the town; and Edinburgh is somewhat noted for its literary reunions and entertainments.

One excursion should certainly be made, on a Wednesday or a Saturday if possible, either by cab, or by the Peebles railway, to

Rosslyn, *Hawthornden*, and *Dalkeith Palace* (seat of the Duke of Buccleugh). Rosslyn Chapel, without and within, is a marvel of laborious beauty, besides showing an antiquity dating back to 1446. Some of the clustered and spiral columns in the interior are held to be matchless, especially the "Prentice's Pillar," of which the guide will very readily tell a tough legend. The ruins of Rosslyn Castle stand by the Esk side, and are very picturesque—believed to date back to 1100 or 1200, and certainly the old family seat of the St. Clairs, Earls of Caithness and Orkney.

Hawthornden is a fine old mansion, once the residence of the poet Drummond ("Drummond of Hawthornden"), with subterranean caverns beneath, exciting much interest.

Dalkeith Palace is a large square structure, surrounded with an extensive park, with great antiquity and an intimate connection with the fortunes of the Grahams and the Douglases, from the latter of whom

it came to the family of Buccleugh. Anne, Duchess of Buccleugh and Monmouth, lived here after the execution of her husband for the "Monmouth Rebellion;" and long before, Froissart, the French chronicler, is said to have here visited the Earl of Douglas.

Other pleasant excursions may be made, if time allows, to Newbattle Abbey, Dalhousie Castle, Craigmillar Castle (ruins once occupied by James V. and Queen Mary), etc.; and yet a little additional time, will allow of taking the Edinburgh and Berwick railway, to Melrose station, whence may be visited

Abbotsford, on Tweed-side, the splendid baronial residence of Sir Walter Scott, with many interesting memorials remaining of that great poet and romancer. For this, carriage should be taken at the station, for the drive of three miles and return. Very near the station lies

Melrose Abbey, founded by David I., in the twelfth century, and considered one of the finest Gothic remains in Europe, while it is full of reminders of the numbers of the Scottish Kings, and the heart of Robert Bruce, buried here, as well as doubly immortalized by Scott in his exquisite

> "If thou wouldst view fair Melrose aright,
> Visit it by the pale moonlight," etc.

Some three or four miles in the opposite direction lies

Dryburgh Abbey, only less beautiful as a ruin, and containing the tombs of Scott, his wife and eldest son, besides kingly memorials. Thence to Berwick and by Great Northern road to London.

SHORT TRIPS IN ENGLAND.

THE points of interest presented, in England, are so many and varied that only a few of them, though the most interesting, can be culled by the short-trip traveller, who yet wishes to see other countries and does not go beyond the extreme four months for all. The points of approach, too, will necessarily be varied, as before indicated, in trips of different length between the two extremes of one-and-three-quarters and four; and it is again necessary to refer to the second paper in the present volume, "Time of Trips," for the order in which it will be most convenient to visit them, as one or the other arrangement is adopted.

The shortest of the short trips contemplated gives us only, in England,

LIVERPOOL AND CHESTER, TO LONDON.

LIVERPOOL, lying in South Lancashire, on the north side of the river Mersey, is the largest seaport on the globe, the trade of a whole world literally concentrating here; and it is as a seaport, with its magnificent docks and the variety of shipping passing in and out from them, that its predominating interest is to be found.

The city itself is large, populous, and many por-

tions of it (especially in the suburbs) notably handsome. There are few public buildings worthy of note, however. St. George's Hall, standing at the apex of the hill on which the town rises from the Mersey, is one of the noblest buildings in Great Britain, and worthy of close attention, without and within. After this, the new Exchange, the Assize Courts, the Town Hall and Custom-House, are the most notable; though to commercial visitors the heavy and ponderous mercantile buildings on the lower streets near the river may be quite as interesting. There are a few monuments worth notice—especially the equestrian statues of the Queen and the Prince Consort, in front of St. George's Hall; that of Nelson, by the Exchange; that of George III., at London Road, etc. The principal cemetery is St. James's, very tasteful and with a handsome statue of Mr. Huskisson, the great commercial founder. But far beyond any mere buildings, at Liverpool, in interest, are the famous

Liverpool Docks, the most costly and extensive in the world, some six miles in extent, on the north or city side of the Mersey, and constructed at a cost of £17,000,000 to £20,000,000—equal to $85,000,000 to $100,000,000. They are, commencing at the west or seaward end of the line, the Canada, Huskisson, Sandon (graving docks), Bramley-Moor, Nelson, Prince's (at the centre of the city), St. George's, Salthouse, Queen's, King's and Brunswick; while across the river, at Birkenhead, there are some (including Laird's building-docks) of quite equal interest and magnificence.

The Sandon Docks are immense basins, like those in the Navy Yards at Brooklyn and Charlestown, arranged for the floating in of vessels for repair, closing of gates, and pumping out until the hulls are left dry for the workmen. The others, or commercial docks, are rendered necessary by the immense height and depth to which the tides rise and fall (eighteen to thirty feet, against our New York five to eight); and they act upon the exact reverse of the Sandon principle—upon exactly the same principle, in fact, as that of "locking" on our great canals.

These great commercial docks, constructed of Scotch granite and iron, are, indeed, purely and simply immense canal locks, with swing-gates, into which vessels are taken at high tide and the gates closed so as to retain the water within and keep them afloat and at the proper height for convenient receiving and discharging. The machinery for moving the gates is only less massive than the docks, partly hand and partly hydraulic power. Except at periods when repairs may be demanded, the water in the docks seems never to be allowed to run down; and to secure this end all entrances and departures of vessels are made somewhere within about two hours of high tide, the gates never being allowed to open otherwise than during that limited space at and near high water.

It is at and around the Liverpool docks, too, that the best idea can be formed of the immense extent of the commerce of the port, from the vessels of all nations lying in dock—of the paltriness of English

river-boats, the meanness of English ferry-systems, etc., while in going to and from them some idea may be formed, along miles of "gin and spirit stores," how England guzzles, even worse, if possible, than America.

The Liverpool cab-system is very like that of London—cheap and excellent. With the use of these vehicles the sight-seeing may be quickly and cheaply dispatched; from the docks to the splendid railway-stations, there are really few public buildings worth internal view.

There are some highly interesting rides, a few miles into the suburbs,—the best among them being that to Chilwell Abbey, and if time allows, to Knowsley Hall and Park, splendid residence of the Earl of Derby,—with return through various suburban villages and by Sefton Park, the new and handsome public ground of Liverpool. There are three theatres—the Alexandra, Prince of Wales, and Royal Amphitheatre, one or more of them open at all seasons.

There is one excursion, from Liverpool, that must be made, even by the most hurried—that by rail, with half an hour's ride, across the beautiful rural scenery of Cheshire (southward of the Mersey) to

CHESTER, on the little river Dee, one of the oldest cities in England, and on some accounts among the most interesting. It has figured in history from and before the time of the Romans, some of whose mosaic pavements are yet existing; while the walls surrounding the town are known to be so old as to have been *repaired and extended* in A. D. 73! The

fine Welsh mountains are in full view from it, and they supply a reminder that it was the fortified town so long held by the De Lacys, "Constables of Chester," who with its aid beat back the wild Welsh barbarians making incursions across the marches.

The Old Walls are first among the curiosities of Chester—with the walks they supply on the broad top and the towers that stud them at various points. The most interesting of these latter is King Charles's or the Phœnix Tower, on the top of which Charles the First stood to see his last army defeated on Rowton Moor. In this tower there is a small but very interesting museum of antiquities, including the Castellan.

The Cathedral comes next—a fine old Gothic structure of 700 or 800 years in age. It is interesting, throughout—the great Chapel, the Crypt and Chapter-house; and there is an especial interest in the latter, in two flags hung over the doors, carried by the Cheshire Regiment (22d) up Bunker Hill in our Revolution, and by Wolfe at the taking of Quebec.

The Old Houses of Chester follow close after the Cathedral in interest. Their arcaded first-stories give the streets a strange appearance, apart from the upper stories hanging out beyond the lower; and in two of them—known as the Old Derby Palace and God's Providence House—are to be found some of the finest timber-and-plaster work in Europe. There is an old Roman Bath on Bridge Street, well worth attention; and as much may be said of the four old Gates (arched gateways), giving admission within

the walls. The Castle is better worth visiting on account of the old one which stood on its site, than for any historical interest that itself possesses. If time allows, a visit should be paid to

Eaton Hall, in the immediate neighborhood, the splendid seat of the Marquis of Westminster (the richest nobleman in England), and one of the handsomest residences in the kingdom.

For a day, or half-a-day, at Chester, a cab should be taken (easily found near the railway station); and the local guide-book should be bought (cost one shilling) there as elsewhere—more for after reading than use on the spot, where the driver-guide is usually worth twenty books.

The run from Chester to London may be made with or without returning to Liverpool. From Liverpool, the direct line of the London and Northwestern road is taken, across Cheshire, Staffordshire, Warwickshire, etc., and by Crewe, Stafford and Rugby; and from Chester a branch of the same road may be taken, joining the main line within a few miles, at Crewe (the great railway-repair-shop of England),—or the Shrewsbury and Hereford road may be taken so far as Shrewsbury, with a cross-cut thence to the main line at Stafford.

AT AND ABOUT LONDON.

London is, to Americans, the most interesting of all the great cities of the Old World, from the triple fact that it is the largest city of the civilized globe —that in it, alone, of the capitals of Europe, the language is the same as our own, so that signs, direc-

tions, inscriptions, etc., can all be understood by the least-learned visitor—and that, as mainly descended from the same people inhabiting it, the historical memorials involved are to some extent our joint property. The same fact, in some degree, exists with regard to everything in England; but there is probably no other point, except possibly the neighborhood of Shakspeare's birth-place, where it asserts itself so strongly as at and around the great capital.

Scarcely any traveller but is advised that London lies on the Thames, at some fifty miles from the mouth of that river, and that it was a city when the Romans ruled in Britain; but some may need to be reminded that it occupies both sides of that river, nearly in equal proportions—the northern section being comprised in the County of Middlesex, and the southern in that of Surrey; and that it has as many divisions as Philadelphia (formerly) or Boston, under the different names of The City, Westminster, Marylebone, Finsbury, Lambeth, Tower Hamlets, Chelsea and Southwark. It may be also necessary to give another reminder—that the population of this immense human hive is now between 3,000,000 and 4,000,000; and that the city and suburbs (comprised within the above designations) cover a space of about twelve miles by ten, or one hundred and twenty square miles, so that a city of the size of New York could be cut away from one side of it without leaving any greater proportional mark than would be the cutting away of Yorkville and Harlem from the American commercial metropolis.

Of course no attempt at description could be here either necessary or possible: all that can be supplied for the benefit of the unaccustomed traveller, is a statement of the objects best worth visiting, and directions for reaching them most conveniently.

The cab-system of London (though the grumbling John Bulls are always faulting it) is the best in the world, or only rivalled by that of Paris. Hansom cabs (two-wheelers) and four-wheel cabs are to be found everywhere. Their fares vary from one shilling sterling to two and three shillings, for either one or two persons, according to distance; and they can be employed for about 2s. 6d. per hour. Carriages, for larger parties, or those who wish to ride more luxuriously, can be obtained for about one-third what the same vehicles cost in New York: as, for instance, a well-appointed open carriage and pair, with driver in livery, can be hired from any fashionable coach-office, for the round of the Parks, involving some three hours' driving, for two, three, or four persons, for ten to fifteen shillings sterling —two dollars and fifty cents to three dollars and seventy-five cents!

But to return to the cabs. They are the *legs of London*, so to speak; and the hurried traveller should use them freely, thus not only saving time and fatigue, but having a guide always at hand in the driver. With their aid, the places named may be visited with great rapidity and yet with pleasure and satisfaction. A good local guide-book, with map can be bought from one shilling to three, will also be found convenient, though more for future

reference than use on the spot—as may be said of all local guide-books.

Westminster Abbey is probably the first object of interest in London, from the number of great dead lying within its walls. It can be comfortably "done" in one day—the first half devoted to Poets' Corner, and the other "free" parts of the Abbey, where stands the long array of tombs and tablets to the British poets, artists and worthies, from Shakspeare's time to the present, with a few noble nobodies intermixed; and the latter half to an hour of listening to the very fine organ and choral service, with a ramble, at an expenditure of sixpence to the guides, through the royal chapels and the tombs of the Kings. The objects of most marked interest in the Abbey are the noble building itself, with its wonderful aisles, arches and forests of noble columns; the tombs of Shakspeare, Chaucer, Dryden, Butler, Ben Jonson, Cowley, Campbell, Charles Dickens, Bulwer, and others, in Poets' Corner; the splendid architecture of Henry the Seventh's Chapel, stalls and banners of the Knights of the Bath, there, and magnificent tombs of the founder, of Queen Elizabeth, Mary Queen of Scots, etc.; the golden-mosaicked old altar-tomb of Edward the Confessor, in the Chapel of the same name, with the tombs of Edward the First, Henry the Fifth and other warrior-kings, the weapons carried by some of them, and the coronation-chairs in which every sovereign of England since William the Conqueror has been crowned, with the old Scottish Scone-stone (coronation-stone) set in the bottom of one of them. The tombs of Mrs. Nightingale, Fox, Pitt, the Duke of Argyle, and

hundreds of long-departed kings and nobles, will also command attention, so far as time may admit, from various causes certain to suggest themselves through the eyes, the memory, and the inevitable pamphlet-guide which every visitor must purchase at an outlay of sixpence.

The Houses of Parliament (Westminster Palace) may well supply the next object of interest, the splendid structure towering immediately over the Abbey. The Chambers of the Lords and Commons should both be seen, with the Queen's Throne in the former, and the paintings and fine bas-reliefs in some of the other rooms of the building—to all which, if unguided, direction can easily be procured from the attendants and policemen on duty. If Parliament is in session, the use of a small *douceur* to attendants, or the influence of the Legation, will almost always secure admission to the Commons: to the Lords the access is more difficult, though even that can generally be managed in the same way. Before quitting the building, a look should be taken through Westminster Hall, now an immense empty space, but in which so many of the great criminal trials, from Charles the First and Strafford to Warren Hastings, have taken place. Leading off from the Main Hall, will be found the Courts of Queen's Bench, Common Pleas, Divorce, Admiralty, and others.

The Tower of London is the next object of interest, if it does not take precedence of the last-mentioned. It can be reached either by cab or one of the small steamers on the Thames; and half-a-day will well suffice to visit it. It stands at the Thames

side, near London Bridge; and visitors are admitted by tickets purchased at a ticket-office without, and accompanied through (as well as watched) by one of the Queen's yeomen (called "beef-eaters," originally *beaufetiers*), in the costume of the time of Henry the Eighth. The leading attractions in this wonderful cluster of fortifications are to be found in the Traitors' Gate, seen on entering, through which the accused used to be taken in from boats on the river; the window of the Bloody Tower (seen from without), just within which the two princes are said to have been smothered by order of Richard the Third; the Horse Armory (in the White Tower), in which effigies of half the dead sovereigns ride on horseback in full armor; Queen Elizabeth's Armory, in the same tower, where Sir Walter Raleigh was so long confined, and where the fatal axe and block are yet to be seen, by and on which fell so many royal and noble heads; the Jewel Tower, where the regalia of England, crown, sceptre, sword, etc., are shown in an iron cage; the Beauchamp Tower, where so many noble captives languished away their lives; the tremendous collection of ancient and modern arms and armor, etc. The Tower represents more than eight hundred years of English history, and not even London has a more powerful attraction to the intelligent traveller.

St. Paul's Cathedral, Royal Exchange, Mansion House, Bank of England, and *Guildhall,* may all be included within a single half-day's visit, by cab, with propriety. St. Paul's is simply the noblest and grandest church-pile on earth, except St. Peter's at Rome.

It is a wonderful sight, to stand within the dome and look up four hundred feet to the angels that really seem to be flying in the blue sky. It has som fine monuments, and in the Crypt below are the resting-places of both Wellington and Nelson, and the funeral-car of the former. Guildhall is mainly interesting for the sake of the civic banqueting-hall which gives it name, at the end of which stand the famou giants, Gog and Magog, of London history. The other three buildings named need only be admired from without, except the traveller has special reasons and privileges for entering.

The British Museum demands a full day, from even the most hurried. It is a noble building, containing the most wonderful and varied collection, from books to statues, medals, relics and objects of natural history, from all ages and all countries, ever gathered in any one place upon earth; and no word in addition, here, could increase the force of such a statement or add to the knowledge of the visitor who will be wise, however, to pay earliest attention to the great Reading-Room, the Layard stones from Assyria, the letters and autographs of eminent persons, the collection of seals, British antiquities, etc., if losing everything else for their sake.

The Crystal Palace, at Sydenham, demands a day, and is reached by rail from Victoria Station. It rivals the British Museum in the wonderful variety of its collection; and yet nothing within the building can compare with the wonderful size and beauty of the erection of glass and iron itself—an exaggeration, eight or ten times the size, of our lost New

York Palace. The grounds are only second to the building in beauty; and scarcely a day occurs, in summer, that some musical festival is not given in the afternoon, enabling the visitor to combine two enjoyments. Brilliant fireworks on many evenings.

Windsor Castle and Park are reached by rail, taking an open cab or fly from the Windsor Station, and a fair idea of them may be caught in half-a-day, rail included. The Castle is shown, whenever the Queen is not resident there, as she generally is not in summer. The Castle is exquisitely tasteful in location and grand grouping of towers; and the view from the Terrace is wondrously beautiful. The most notable rooms, within, are St. George's Chapel, where all the Knights of the Garter are installed, and most royal ceremonials take place; St. George's Hall, devoted to the festivities of the order; the Waterloo Chamber, with portraits connected with the great battle, etc. It is almost needless to say that the acme of art and luxury is reached in these regal apartments, and that nowhere else can such glimpses be caught of the state surrounding an English sovereign. The Castle overhangs the quite old town of Windsor (Windsor of the "Merry Wives"); the Home Park, in which Herne's Oak, of that play, stood until 1864, immediately adjoins it; and a drive of matchless beauty, three miles long and bordered with the noblest elms in England, leads away to the Great Park and the beautiful Lake, Virginia Water, which should be driven to, and the latter walked around, after leaving the Castle.

Hampton Court, splendid old palace and park

(Bushy Park), once belonging to Cardinal Wolsey, and then to Henry the Eighth, with fine old pictured-galleries, beautiful gardens, and a Maze (labyrinth) affording much amusement.

Kew Gardens (Royal), with magnificent landscape-gardening, fountain, Palm House and other buildings containing tropical plants, specimen woods, &c.;

Richmond Hill, with famous "Star and Garter" dining hotel and splendid view over the Thames and distant country; and near it finely-wooded old (Royal) *Richmond Park*, favorite of Henry VIII. and Charles II.

All these may be reached and hastily enjoyed by cab or omnibuses, or passenger-boat on the river, the three lying on the same route, along the Upper Thames, in passing over which, in addition, Twickenham, Brentford and other rural villages will be skirted and a very pleasant acquaintance made with English semi-rural suburban scenery.

The London Parks that specially demand attention are Hyde Park, the Green Park, St. James's and Regent's. Hyde Park should be taken in the afternoon, after the hour of adjournment of Parliament (5 to 6), and ridden through in an open carriage, to meet the "notables." The others will be driven round in due course, a pause being made at the Regent's, to see the Zoological Gardens, with their fine collection of well-kept animals; and in the circuit of the Parks, any intelligent driver will point out and afford good views of

Buckingham Palace (the Queen's town residence),

St. James's, Carlton House, Marlborough House (the Prince of Wales's residence), etc., and many of the most interesting of

The monuments, of which London has very many notable ones, the most prominent being the Duke of York's Column, in Waterloo Place; the equestrian statue of Charles I, at Charing Cross; the Nelson and other monuments in Trafalgar Square, the "London Monument" on Fish Street Hill; the equestrian statue of Cœur de Lion, before the Parliament Houses; etc., etc.

A spare hour or two may well be spent at one of the most interesting old churches in London—the Old Temple Church, with its gardens, on Fleet Street, the church with many monuments of the Knights Templars, and the Temple buildings, redolent of *law*. Acquaintance will be made, at the same time, with the far-famed Temple Bar, which changes Fleet Street to the Strand.

The Bridges of London, of which there are now beyond a dozen, all elegant and substantial structures, should receive an hour or two of daylight attention —as well as the railway travel passing over them, the odd aspects of the boats lying at the wharves, the miserable little steamers passing up and down the Thames, etc.; and an hour at night, standing on any one of them and admiring the lines of lights crossing the dusky river on the others, would be by no means wasted.

The Railway Stations, of which London has now several of the finest in the world (Charing Cross, Victoria, King's Cross, Euston, St. Pancras, etc.),

will naturally be observed in arrivals and departures; and the railway system, as contrasted with our own, may be studied in the same connection with interest and advantage.

The National Gallery (occupying the north of Trafalgar Square), and the *South Kensington Museum*, both supply interesting collections of pictures, which should be seen by art-lovers if time permits, as well as the National Portrait Gallery in connection with the latter.

The Albert Hall and the *Albert Memorial*—the former a musical hall of great size and splendor, and the latter one of the most costly and elaborate monuments in the world, are also to be visited at South Kensington, in immediate neighborhood.

The *Thames Tunnel*, under the river, from Middlesex to Surrey, may be found at Wapping Stairs, in the city, by those who fancy useless curiosities.

The Underground Railways ("Metropolitan") of London are features, and marked curiosities as well as great conveniences for transit from one part of the metropolis to another.

Greenwich Hospital and *Chelsea Hospital*, the former the naval asylum of Great Britain, and the latter the military, are interesting places to visit, to those who may happen to have a little more time than otherwise demanded, in and about London. Many mementoes of British heroes may be found in both (especially in Greenwich, where Nelson figures largely); and the old pensioners are themselves a study. Greenwich may be reached by rail, from Charing Cross, but even better by one of the boats plying

down the Thames; while Chelsea lies at the south-west end of the city itself, and is within cab-distance.

Kensal Green Cemetery has many attractions, in the tombs of Thackeray, Hood, Lover, etc.; and that of *Bunhill Fields* in those of Bunyan, Defoe, Dr. Watts, John and Charles Wesley, and many other persons distinguished in the religious world.

Spurgeon's Tabernacle, at the Elephant-and-Castle, is one of the "lions" of London, and may be reached on Sundays, in half-an-hour's ride by cab or omnibus, from any of the great city centres.

London Theatres are very numerous, and well managed. The most notable are Her Majesty's (also opera-house—Haymarket); Covent Garden, (also opera-house—Bow St., Covent Garden); Haymarket (Haymarket); Drury Lane (Drury Lane); Queen's (Long Acre); Prince of Wales (Tottenham St., Tottenham Court Road); Princess' (Oxford St.); St. James' (King St., St. James); Holborn (Holborn); Court (Sloane Square); Royalty (Dean St., Oxford St.); Olympic, Adelphi, Strand, Opera-Comique, Vaudeville, Gaiety, Globe, Charing Cross, &c. (all on or near the Strand); Royal Amphitheatre (circus—Holborn).

Some of the most charming peeps into the ruralities of England, attainable anywhere, can be caught in brief rides out of London, by cab or rail—into Essex, Kent, Surrey, etc.; and half-a-day spent in running down to Waltham-Cross, in Essex, and Broxbourne and the Rye-House, a few miles beyond, will not only show the very fine old Cross, the rebuilt old Abbey, and the scene of the "Rye-House Plot,"

but some of the very loveliest quiet rural scenery on earth, and many glimpses at the midland-English modes of farming, farm-laborers, agricultural utensils, etc.

It is not to be supposed, either, that nearly all the objects of interest of the great metropolis have been alluded to, or that every short-trip traveller can pay attention to all mentioned. But, taking them in the order of importance here observed, and using the remarkable facilities at hand for reaching them—certain it is that in the six to eight days allowed in either of the tours contemplated, a very respectable knowledge of the British capital may be obtained by the intelligent and quick-witted tourist, however unused to the details of travel.

TO AND AT THE CUMBERLAND LAKES.

The Windermere Lakes, or Cumberland Lakes, as they are oftener called, lie nearly on the extreme northwest of England, in the two counties of Cumberland and Westmoreland. The Lakes are several in number, within a limited space, ranging from Windermere, Ulswater, Wastwater, etc., of some miles each in length, to mere little ponds or "tarns," like Grasmere and Thirlmere, and yet smaller, like Loughrigg Tarn, Elter Water, etc. They lie embosomed among mountains of singular beauty, with Skiddaw, Helvellyn and Scawfell among the highest, and nearly of the altitude of our Cattskill highest peaks; and though it is not to be denied that, even more than those of Killarney, they look petty and bandbox-y to an American full of memories of Supe-

rior and Erie, or even of Winnepesaukie and Lake George, so that the droll Illinoian who was about to drink out of one of them hesitated for fear that he should drain it dry,—yet there are few spots on the earth, lovelier or more worthy of a little time spent in catching hurried glimpses.

There are two modes in which the Lakes are likely to be reached by American tourists, the point of approach in both instances being the village of Windermere, in Cumberland, and the first object Lake Windermere, by far the largest of the whole cluster.

Of these approaches, one is from Liverpool, by the London and Northwestern Railway, to Oxenholme, on the Lancaster and Carlisle branch of that road, and then by the Kendal and Windermere spur of the same road to Windermere. This route will be pursued, whether the visit is paid as merely an excursion from Liverpool, to return,—or the temporary break is made at Oxenholme from the main line from Liverpool to Carlisle and Edinburgh. The principal places passed through, thus running north, are Preston, Lancaster, Wigan and Kendal, all manufacturing in appearance; and the country passed through shows some of the loveliest rural scenery of the west of England, beginning soft and handsomely hedged in South Lancashire, roughening through North Lancashire, and becoming broken, hilly, and finally mountainous, a little after passing Lancaster and catching a view of Morecambe Bay, with Duddon Mouth and Sands, stretching away to the Irish Sea. The ride seems like a somewhat long and weary one, from Liverpool; but as the sun, in

this latitude, at midsummer, seems never to go down and it is daylight till midnight, there is no fear of losing the appearance of the mountains as they finally rise on the sight.

The other ordinary route of reaching the Lakes is from the north, coming down from Edinburgh or Glasgow by Carlisle, making the change of trains at Oxenholme (which a facetious American lady spells: "Ho-hex-he-hen-haitch-ho-hel-hem-he"), as in going north, and the near approach being consequently made in the same manner.

WINDERMERE is a hamlet rather than a village, lying on the east side, nearly at the edge, and almost at the centre, lengthwise, of Lake Windermere, with the rival town of Bowness a few miles below. Once reached, it seems too pretty and rural, and too antique-looking (though really not very old) for the railway approach that has been made; and there and in the excursions from it which fill up the few hours that can be afforded by the hasty traveller, the most striking feature is found in the quiet grace of the rural scenery, the placid character of the waters, the beauty of the walled and hedged lanes, and the antique, peaceful loveliness of the whitewashed, thatched-roofed, lattice-windowed, ivy-grown and rose-climbed stone cottages.

The excursions from Windermere and Bowness, through the district, planned in Miss Martineau's entertaining "Guide to the Lakes" (which the traveller may well buy and bring away with him, but should avoid reading and thus becoming confused, while on the spot) — these excursions, echoed and

enlarged by hotel placards and insisted upon by guides and drivers, are well-nigh numberless. But alas! human life is brief and hurried, and busy men cannot pass it all at Windermere.

In arranging these short trips, the shortest time allowed at and about Windermere, is one day; the longest, two; time for going and returning being otherwise allowed. With only one day of stay, what seems the most sensible plan is to be content with what the local excursion placards set down as "Excursion No. 1"—some twenty-two miles in extent, by carriage, and comfortably made during somewhat less than the long day of the latitude, with time for stop (and possibly dinner) at Grasmere.

On this excursion the very loveliest scenery of the district is passed, as follows: By the east side of Windermere Lake, in full view of it, past the little hamlet of Lowood, with the Dove's Nest in sight just beyond—a pleasant house in which Mrs. Hemans, the poetess, passed the last years of her life; the hills of Wansfell Pike showing finely to the right and ahead, and Wray Castle prominent to the left, on the opposite shore of the Lake; past Ambleside Water-Head; and then bearing to the left and westward, past Loughrigg Tarn and up the steep Red Bank, with splendid views up the craggy-peaked Vale of Langdale; over Red Bank, with a lovely view down over Grasmere Lake, Village and Valley, with Helvellyn and the other mountains behind; then down to

Grasmere Church, with opportunity to view that

church, said to have been commenced before the Conquest — the pew, font and monument of the poet Wordsworth within, and his grave and that of Hartley Coleridge without. Dinner, or at least a rest, at Grasmere; then round by Rydal Water and the Vale of Rydal, past

Rydal Mount, the old home of Wordsworth, and back through the handsome old village of Ambleside, past the residence of Miss Martineau, along the east side of the Lake again, back to Windermere.

The tourist who has but the one day at Windermere will yet find time, after returning from the ride already described, to walk through the grounds of the late Professor Wilson ("Christopher North"), remembered and loved about Windermere as few men can hope to be in any neighborhood,—and to make the slight ascent of Orrest Head, and thus catch one of the loveliest of all the views over the Lake and the old village. The return from Windermere, whether going north or south, will of course be made by the same route as the approach—taking the railway back to Oxenholme and there making the main-line connection.

With a second day at disposal, and the first spent as before advised, it will be policy to go down yet the same evening to Bowness, by boat or carriage, to be ready for the very different tour of the next morning, which has its proper commencement there.

The event of the second day will be a visit to Furness Abbey, one of the most interesting old ruins in the West, to make which the route will be to Newby Bridge (over the river Severn, at the ex-

treme south end of Lake Windermere), — through scenery less wild than that of the previous day, and passing Burnside, Ferney Green and other pleasant rural hamlets before reaching the Bridge. From Newby Bridge, by carriage, eight miles to the pleasant little town of Ulverston; and from Ulverston either by rail or carriage, only half-a-dozen additional miles, to

Furness Abbey (originally "Furnesse," Norman French), said to have been founded in 1127, by King Stephen, and especially favored by that king and his queen, Maude, effigies of whose heads are to be seen near one of the western windows. The Abbots of Furness (Bernardins) are alleged to have ruled over something like a kingdom; and the massive character of the yet well-preserved ruins well attests the size, splendor and stability of the building in its days of religious occupancy. Some of the clustered columns, many of the fine Gothic windows and gateways yet remain, and the grounds (once embracing nearly seventy acres) have interesting remains of fish-ponds, granaries, and many of the other conveniences of the "lordly beggars" who once held it.

From Furness there is no occasion of returning to either Windermere or Bowness, to leave the Lake country. Returning to Ulverston, the rail may be taken for the main-line at Carnforth Station, whether for going north or south; and for going north alone, and with a fancy for much sea-view from carriage-windows, the rail may be taken at Furness, by the Furness and Whitehaven and Maryport and Carlisle roads, around the coast by Whitehaven, Maryport,

etc., across to Carlisle on the Edinburgh or Glasgow route.

TO AND AT THE SHAKSPEARE NEIGHBORHOODS OF WARWICKSHIRE.

These favored and attractive districts lie nearly equidistant from Liverpool and London, and not more than three hours by rail from either. To reach them, from London, the London and Northwestern road should be taken to Rugby; then the branch line to Leamington; then carriage from Leamington to Stratford-on-Avon; then rail (or carriage) from Stratford to Warwick; then carriage (certainly) from Warwick to Kenilworth and Coventry; then rail from Coventry to Birmingham and the main-line for either a return to London or the routes northward to Sheffield, northwestward to Liverpool, or westward to Shrewsbury. Such a disposition of route and conveyance will give infinite variety and permit the favorable (even if hurried) seeing of one of the loveliest counties of England.

The larger proportion of Americans, however, who visit the Shakspeare neighborhoods at all, will be likely to do so on their way down from Liverpool to London; and it is from that point of view that the foregoing succession will be reversed and the principal points of interest hurriedly indicated of what is unquestionably one of the most fascinating and indispensable short routes on the globe.

The route by the London and Northwestern, from Liverpool to Birmingham, passes by Crewe and Stafford, as if on the way to London. Trains are changed

at Stafford for Wolverhampton and Birmingham. The smooth scenery of Cheshire, changing to the rougher character of Staffordshire, affords infinite variety in landscape; and almost from the moment of entering Staffordshire the number of furnace-chimneys becomes so great that they stupefy wonder as well as excite it. In the neighborhood of Wolverhampton the heart of the iron-country is reached; and here the wilderness of chimneys, the pack of blazing and smoking furnaces, and the torn-up and mangled character of the ground, yet worse disfigured by the heaps of refuse ore, combine to produce an impression very little else than infernal. In the very midst of all this, embowered in extensive woods, on a hill, stand the noble ruins of Dudley Castle (burned some years since); and the view from the castle ruins at midnight, over mile upon mile of country apparently all belching flames, is said to be magnificent beyond description, and at the same time infernal without qualification.

Wolverhampton itself is chimneys, coal-smoke, iron-dust and grime—iron, and the manufacture of iron, everywhere. It offers no inducements for stoppage, to the ordinary traveller. Nor is there much of additional interest in the scenery, until reaching

Birmingham, the spot where iron, and brass, and all other metals are kept for sale, in a showy form of hardware, and the very name of which has been corrupted into "Brummagem" as a synonym for all that is plated, pinchbeck and bogus. It has very few attractions, as a town, outside of the shops and

shop-windows, the Town Hall and Corn Exchange being really the only two handsome buildings. All the inhabitants ignore the sidewalks and walk in the middle of the street; and umbrellas are in demand, as it generally rains, whatever may be the state of the weather elsewhere.

The ride by rail is only a few miles, through lovely shaded Warwickshire scenery, from Birmingham to

COVENTRY, famous both in history and romance, and especially so in poetry; and rivalling if not surpassing even Chester in the beautiful antiquity of some of its buildings. The story of the Lady Godiva, said to have ridden naked on horseback through the town, many centuries ago, to induce her husband, Earl Leofric, to take the heavy taxes off from the inhabitants, has been for ages commemorated by processions embodying that alleged event; and both Leigh Hunt and Tennyson have embalmed the incident in poetry, that of the latter being most familiar to American readers.

The approach to Coventry by the railway is very beautiful. The "bridge" on which Tennyson describes himself to have been "hanging" (lounging) when he "watched the three tall spires" and devised the poem, is very near the railway station, over a mere gully; and from it the three spires, all looking nearly alike and very sharp, seem to be set almost in a triangle. All three of the churches are worth visiting, but especially

St. Michael's, by far the oldest, and interesting without and within, from the marks of extreme age exhibited; and

St. Mary's Hall, immediately adjoining, shows very finely the effect of many centuries on both wood and stone.

The Old Houses of Coventry, many of them of wood-and-plaster, the upper stories projecting over until they almost touch across the narrow and winding streets, are objects of great interest—among the finest in Europe; and everything about the old town is odd and picturesque, not forgetting its pretty girls.

Peeping Tom, one of the "lions" of Coventry, is a painted wooden figure of life-size, looking out of an open upper window not far from St. Michael's, in commemoration of the one villanous tailor who *would* look out to see Lady Godiva when she rode, and who was stricken blind for that meanness. The figure is said to be at least three or four hundred years old, and no one should leave Coventry without seeing it.

Some of the finest fruits and flowers in England are to be found at and about Coventry, and indeed all over Warwickshire, at midsummer.

A "fly" or carriage (open, if the weather is fine) should be taken at Coventry, for Kenilworth and Warwick, as no other mode of transit will show the lovely "Heart of Warwickshire" to such advantage. The road toward Kenilworth is wonderfully bordered and shaded with fine elms, passing through the property of Lord Leigh, rich farms and some charming very old cottages, clusters of cottages, and rural hamlets, until reaching

KENILWORTH CASTLE and village—the latter very quiet and antiquated-looking, with plentiful shade

and cottages humble but picturesque; and the former one of the most interesting mediæval relics in England. It is said to have been founded by one of the Clintons, ancestors of the present Earls of Lincoln, in the time of Henry I. (about 1110), and was afterwards in the possession of Simon de Montfort, the great rebel Earl of Leicester, and of John of Gaunt. But it derives its chief celebrity from having been the property and residence of another Earl of Leicester, Robert Dudley, Queen Elizabeth's favorite of that name, and his having entertained the Virgin Queen there, with more than royal state—as commemorated in Sir Walter Scott's novel of "Kenilworth." Though entirely in ruins, the pile is still noble in both extent and marks of original architecture, some of the splendid foliated windows, the stairways and part of the arches of the banqueting-hall yet remaining,—while the all-covering ivy has made the desolation doubly beautiful; the gardens yet retain a wonderful variety of flowers, and the great lawn and tilt-yard can easily be traced by those who have any idea of the construction of ancient castles and their grounds.

Half-an-hour's ride from Kenilworth, still by carriage, an outer, and if desired an inner view, can be caught, by turning a little off from the road to the left, of

Guy's Cliff Mill, a very old stone structure standing beside the Avon, said to be as old as the Norman Conquest, and of

Guy's Cliff (*Castle*), celebrated as the residence, many centuries ago, of the famous and unfortunate

champion, Guy of Warwick, whose cave in the solid rock, well also in the rock, bed hollowed from a log, and other relics, are still shown. No better opportunity can be found for surveying one of the country houses of the old nobility, than by going through Guy's Cliff, always open to visitors when the owner (Lord Charles Percy) is absent with his family. The Chapel (very old) and the caves in the rocks, once occupied by the monks who founded the pile, may also be seen to advantage.

A few miles farther, still by carriage, and the end of the most beautiful of rides is reached, in

Warwick, a very old town, displaying many of the same characteristics as Coventry, with the bear and-ragged-staff of the Warwick family conspicuous on the public houses; and the most prominent buildings are the very old one called "Leicester's Hospital," peculiarly interesting to Americans from the visit paid to it and charmingly described by Hawthorne, and the Church of St. Mary's with its many fine antique monuments.

Warwick Castle, standing on a rocky eminence overlooking the town and at the side of the Avon, was, until December, 1871, a massive pile of great beauty, in perfect repair, in spite of its great age, resided in by the Earl of Warwick, and filled with fine pictures, interesting antiquities, the celebrated "Warwick Vase," and many other attractions, freely shown. At that time it was unfortunately burned; and though it may be restored, it is now only one of the noblest of ruins. The finest view of the towers, still standing, may be caught from the bridge over the Avon.

At Warwick rail may be taken, for a very brief ride through lovely scenery, to

STRATFORD-ON-AVON, the home and burial-place of Shakspeare, and the pilgrimage of more of the worshippers of genius than possibly any other single spot on the globe. A quiet, lazy old town, with the Avon flowing gently through it, and the whole atmosphere seeming that of centuries ago. At Stratford, unlike other places, the first object of interest is found in a hotel,

The Red Horse, made famous to Americans by Washington Irving in his "Sketch Book," and almost as distinguished, now, as the old home of the poet. Irving's "Parlor" and "Chair" are both shown, with pictures, etc. Five minutes walk leads to

Shakspeare's Birth-Place, an humble old timber-and-plaster building, partially restored and well preserved, on Henley Street, so well known as to all its characteristics that nothing more need be said than that the birth-room is found on the second floor, front, with its window covered with inscriptions, like the walls; that there is a Shakspeare Museum attached, in the more modern part of the building; and that the house is courteously shown as well as carefully kept by custodians appointed under the managing commission of all the Shakspeare memorials at Stratford. The same walk may be easily extended to the

Church of the Holy Trinity, a handsome half-modern building standing amid fine elms at the Avon side, and within which Shakspeare's tomb and monument, and the tombs of his family, are shown in

the chancel; the record of his birth and death in a very old parchment-bound book, in the vestry; the font in which he was baptized (if at all), in the nave, etc. The Grammar School, New Place, the bridges over the Avon, etc., should also be included in the walk, the whole not necessarily occupying more than two or three hours. One of the open carriages, or "flys," for which Stratford is not a little famous, may profitably be employed for a two or three miles ride across the edge of the lovely Vale of Evesham, coming round by

Anne Hathaway's Cottage, at the very old and tumble-down but attractive-looking little hamlet of Shottery, where the dramatist courted and married his wife, and where, apart from those associations, a charming antique cottage and many interesting relics are shown. The fly should be dismissed at Shottery, in fine weather, and the way made back to Stratford on foot, across the fields, by what has been known ever since his day as "Shakspeare's Courting-path."

Stratford should be left by carriage (fine weather again understood, and likely to be found in June, best month in England), for the twelve or fifteen miles to Leamington. The scenery is somewhat tame, but softly beautiful throughout. At three or four miles from Stratford will be skirted the grounds of

Charlecote Hall and Park, alleged to be the place of Shakspeare's early deer-stealing (in a different way from that at Shottery) and of his arraignment for the offence. The Park is magnificent, with its massive old oaks, fine sward, and herds of deer—

really among the finest belonging to less than royalty in the kingdom; and Charlecote Hall, imposing without, offers, within, to the few favored visitors (it is not commonly shown) even more of charm, in splendid rooms, fine pictures, many antiquities, and one set of ebony-and-ivory furniture, presented to the Earl of Leicester by Queen Elizabeth at Kenilworth, matchless in rarity and value.

Ten or a dozen miles beyond Charlecote, with a few pleasant little hamlets passed, presents the end of the brief but charming Warwickshire pilgrimage, in

Leamington, one of the Saratogas or Ballstons of England—handsomely situated on the little river Leam—clean and a little too dainty-looking, with fine grounds and walks and a weakness for "Parades" and "Villas." It is well worthy of an hour or two of stroll, and a little of the Spa-water should be drunk, to see if it is any worse than that of the American Spas, after which

Rail for the brief ride from Leamington to Rugby, one of the three great stations on the Liverpool and London road, where Dickens's "Mugby Junction" may be seen by peeping into the refreshment-rooms, and whence the way will be direct to the British capital if the tourist wishes to go southward.

MANCHESTER AND SHEFFIELD.

Neither of these towns, the one the head of cotton-manufacturing in Great Britain, and the other supplying the same place to steel and cutlery-work of

perhaps the whole world—is reckoned as coming with in the short-trips previously arranged. But those who may have even a day more of time on their hands at Liverpool, than originally contemplated, or who may choose to neglect something else for them, can see both, hurriedly, within that space.

MANCHESTER lies only about thirty miles east of Liverpool, and can be reached in an hour, by rail. It lies on the Irwell, a small branch of the Mersey, has nearly half-a-million of inhabitants (second or third in the kingdom); has some handsome bridges connecting it with Salford (opposite); the Cathedral Church of St. Mary's, old and with fine monuments; the Exchange, Town-Hall, etc., all worthy of notice; but of course the prime motive of visit is to see

The Cotton-Mills, wonderful in their number and extent, and the perfection of their machinery, and supplying more than half the cotton-goods used in the world. Permission to go through them is attainable through introduction to any of the managers, easily obtained at Liverpool by those who have any commercial, shipping or personal acquaintance there.

SHEFFIELD lies some fifty miles beyond Manchester, still eastward, and is reached by the M. and S. Railway from the latter place, in one-and-a-half hours. It has not much more than one-quarter the size and population of Manchester; the prevailing furnace-smoke makes it dingy and dusky; and there are few public buildings of prominence. The attraction nearly all lies in the immense

Steel and Cutlery Manufactories, models of their class and unequalled in size and costly machinery.

Admission liable to the same conditions before noted with reference to Manchester.

PROMINENT ENGLISH WATERING PLACES, AND TOWNS OF CELEBRITY.

The English watering-places are very numerous, and the short-trip tourist may manage to visit one or more of them, marine and inland. A brief note of several of the most prominent will be made, with a few places of special interest, only a little different in class of attraction.

CHELTENHAM, the most fashionable of the Spa-Springs, lies about thirty miles due south from Birmingham and may be most conveniently reached by rail from thence, except by those who are going farther south to Bristol or Plymouth, who will necessarily pass through it. Or, it may be taken on the way from Liverpool to London, by Birmingham; from Cheltenham to Bristol, and thence by Great Western Railway direct to London. The attractions of Cheltenham are very like those of Saratoga, though with greater age and finish. Beautiful grounds and parades, costly hotels and innumerable boarding-houses, spring-houses and all the accompaniments of pleasure-seeking, make it singularly pleasant and fashionably popular; and perhaps at none of the other English watering places can that peculiar atmosphere of high-toned fashionable quiet, so pleasant to the lounger, be found in an equal degree.

BATH, formerly the superior of Cheltenham in Spa-visiting, but now only its rival, is a handsome old town lying on the Avon, ten miles from Bristol (on

the G. W. Railway towards London); and has all the characteristics spoken of with reference to Cheltenham, with yet more pretentious buildings, some ridiculously-pleasant memories of the Prince Regent, Beau Nash, and other prominent fops, and a fine old Abbey Church, with monuments.

Leamington, the third of the Spas in importance, has already been spoken of and the mode of approach indicated, in the just-closed account of the Shakspeare neighborhoods of Warwickshire.

Of the sea-shore watering-places the most fashionable, at the present writing, is

Scarborough, on the northeast coast, about forty miles northeast from York, and reached by rail from that city. It has a fine bold coast, splendid bathing, fine hotels, and now attracts much of the best society. Next to it (formerly far before it), comes

Brighton, for many years the sea-bathing-place *par excellence*, of the British Islands. It lies on the British Channel, about forty miles east from Southampton, or from the eastern point of the Isle of Wight —about fifty miles from London, whence it is reached in two hours by the London, Brighton and South-Coast Railway. It has a regular population of some 80,000, very often increased by visitors, in September and October, to 100,000. It has many fine buildings—among others the Royal Pavilion, built by George IV. when Prince Regent; and the Marine Wall, Chain Pier and promenade are all worthy of special notice, while probably at no place in Great Britain can the mixed-society and customs of a water-

ing place be better observed. Steamer can be taken from Brighton (by Newhaven), to Dieppe.

The Isle of Wight and the coasts opposite form a collective summer resort for many thousands; while the Queen's residence on the island (Osborne House), the abode there of many other distinguished people, Carisbrooke Castle (in which Charles I. was confined), and the neighborhood of the Portsmouth and Gosport great navy-yards and naval depots—make this section a very interesting one to those possessed of more spare time than the supposed short-trip tourist. (Southampton, Portsmouth, the Isle of Wight, etc., are reached in some three hours by railway from London, from which they lie southwest.)

Rhyl and Llandudno are two Welsh watering-places of prominence, both lying on the coast, not far from Liverpool and reached by boat or rail thence. Both give fine views of the Welsh coast and mountains; Llandudno is now very fashionable; and Rhyl is famous for the donkey-rides which it supplies mountainward. (Spoken of elsewhere).

Margate, Ramsgate and Hastings supply sea-bathing very extensively to Londoners, and especially to the middle classes at an earlier period of the summer than witnesses the filling up of the more fashionable resorts. Margate lies at the south lip of the Thames, some seventy miles from London, east, and just within the point known as the North Foreland; while Ramsgate lies a few miles southward, beyond the point and on the open channel. Both are reached by the Southeastern Railway from London, in some four hours; and both have certain curi-

osities in the way of piers, promenades, etc., deserving attention; while at Ramsgate, particularly, and at Margate, in only a less degree, the system of bathing by means of bathing-machines, or covered carts (rendered necessary by the great rise and fall of tide), can be studied to excellent advantage. Hastings, on the Channel, some thirty miles east of Brighton, is a place of considerable resort by pleasure-seekers and invalids, to be reached by either the South-Eastern or the London, Brighton and South-Coast Railways; and near it

ST. LEONARD'S-ON-SEA, especially notable for its balmy air, attracting health-seekers from all sections.

GREAT MALVERN, a highly-salubrious range of hill-country, in Worcestershire, near the borders of Wales, has medicinal springs of singular virtue, and a hydropathic establishment of great reputation; and may be conveniently reached from Birmingham, by Worcester, coming south, or from Hereford, Gloucester or Cheltenham, going north.

MATLOCK (BATH), in Derbyshire, a medicinal spring of eminence, also celebrated for an extensive manufacture of glass mosaics, may be reached from either Manchester or Derby; facilities being also afforded, in visiting it, for viewing the grand mountain scenery of the

Peak of Derbyshire, with *Dove Dale*, and the popular section in the neighborhood of the River Dove. From Matlock may also be made excursions, at a short distance, to

Haddon Hall, fine old residence of the Vernon

family, and later of the Duke of Rutland—now decayed and unoccupied, but interesting; and to

Chatsworth, the magnificent seat of the Duke of Devonshire, considered among the first private residences in the world, and equal to the most costly abodes of royalty, in the splendor of its buildings, the extent and beauty of its parks and gardens, the rarity of its art collections, etc.

OXFORD, chief of English seats of learning, may be reached, on the way southward to London from the Warwickshire neighborhoods, Birmingham, Warwick, etc., or north-westward from London, by Reading. As one of the first of Universities, its multiplicity of colleges (nearly twenty in number), gives it a peculiar interest, added to by the celebrated Bodleian Library, the Museum, the beauty of some of the walks by the river, and the very old and varied historical interest attaching to the city from the time of Canute the Dane. Also notable for the fine boats and rowing of the college students.

CAMBRIDGE, rival seat of learning, may be most conveniently reached from London by the Great Eastern Railway going north, or from Huntingdon or Peterboro on the Great Northern, coming south. It has almost an equal antiquity with Oxford, and nearly the same number of colleges, with a magnificent Senate-house belonging to the University, a Museum, an Astronomical Observatory of great eminence, a Botanical Garden, and many other features of interest.

CANTERBURY, seat of the episcopal primacy of England, and one of the oldest and most interesting

towns in the kingdom, is reached, from London, by the London, Chatham and Dover, or South Eastern Railways. All the old town is more or less interesting; but the principal attraction is necessarily found in

Canterbury Cathedral, a grand antique structure, of the 12th to the 14th centuries, especially notable for the murder of Thomas à Becket; the tomb of that saint, to which many pilgrimages were formerly made, and among others, that of Chaucer's "Canterbury Pilgrims;" and the numerous and interesting monuments and memorials still existing, of Henry IV., the Black Prince, etc. (This fine old Cathedral was materially damaged by fire, September, 1872; but fortunately most or all of the more important antiquities were preserved.)

ROCHESTER, on the Medway (opposite Strood), is well worthy of a visit (by the London, Chatham and Dover, or S. E. Railways), for the sake of the splendid old *Castle*, built by King Stephen, and one of the noblest ruins in the kingdom,—and the *Cathedral*, notable for its architectural beauty, and as having been made, with the town, by Dickens, the scene of his last novel, "Edwin Drood."

SALISBURY, reached from London by the South-Western Railway, commands attention by its splendid old *Cathedral*, built in the 13th century; and as being the place from which are reached

Stonehenge, the wonderful Druid remain, finest in Europe; and *Salisbury Plain*, on which it stands, one of the largest stretches of high open downs in the kingdom.

ENGLAND OR IRELAND TO SCOTLAND.

There are several principal approaches to Scotland, for American tourists, from the other countries joining to compose the British Empire—the choice of which will, of course, depend upon the directions otherwise pursued. They are as follows:

Ocean steamer direct from New York to Glasgow —with peculiar charms of scenery on making the Irish and Scottish coasts.

Steamer from Belfast to Glasgow, with excellent opportunities for remarking the beauties of Belfast Lough, the entrance to the Firth of Clyde and the Clyde itself, with Dumbarton Castle, the distant Perthshire Highlands, etc.

Steamer from Londonderry to Glasgow, with views of Portrush, the Giant's Causeway, and other objects of interest.

Steamer from Liverpool, Dublin or Cork to Glasgow—with some of the same advantages, but less desirable to most travellers.

Steamer from London to Edinburgh, passing up the east coast of England and Scotland to the Firth of Forth, and Leith harbor—a somewhat long and rough sea voyage.

The two great remaining approaches are both by railway—from Liverpool to Glasgow, to go through the Perthshire or Western Highlands, or both, and return by way of Edinburgh, on the east; or from London to Edinburgh, to pursue the eastern route northward through the Highlands (see Short Trips in *Scotland*), and return by the western route to Glasgow for embarkation or return southward.

Liverpool to Glasgow.

By the first, the London and Northwestern road is taken at Liverpool (as in going to the Cumberland Lakes), passing through Lancaster, Preston, Kendal, etc., as by that route, to

Carlisle, on the Border, situated on the bank of the river Eden, which runs into the near Solway Frith. It has some manufactories, but is much more interesting for its associations with border-warfare, and for the remains of the old Castle, said to have been built as a defence against the Scots, by William Rufus.

The head of the Solway Frith is crossed a few miles beyond Carlisle, and the course then continues northward and westward, through somewhat rugged and fine scenery, without passing through any towns of special importance, though here and there with a reminder of history—to Glasgow. Time from Liverpool to Glasgow, nine to ten hours.

London to Edinburgh.

Those who go up from Liverpool to Glasgow, can most properly return from Edinburgh to London, the eastern as well as the western part of the kingdom being thus traversed. For such as do so, the route following will only need to be precisely reversed in its details.

From London to Edinburgh, the Great Northern Railway is taken—actual running time about twelve to fifteen hours. The first stopping-place of the express-trains is at

Peterborough, a small old town, with no particular interest except the remains of a fine old Cathedral in which Catharine of Arragon (Queen of Henry VIII.) and Mary Queen of Scots (originally) were buried.

The next place of importance is

Newark (from which the New Jersey town took its name), a small town, with, again, little of interest except an old castle, now in ruins, said to have been occupied by King John at the time of his death. The next is

Doncaster, celebrated for its races, and not of the least importance except when they are in progress (during the early recess of Parliament—September). Then

York, a fine old city, on the Ouse, where Constantine the Great is alleged to have been born, some 1600 years ago, and famous in all English history. Even the most hurried should lie over one train, here, to see the magnificent

York Minster, or Cathedral, the second largest in England, and considered one of the finest in the world—begun in the seventh century, though principally built in the thirteenth and fourteenth. Both within and without, the architecture of the Minster, and its historical associations, supply one of the real glories of England. A drive out of the town, about five miles westward, will afford an interesting view of

Marston Moor (Long Marston), where Charles I. suffered perhaps his worst defeat from the Parliamentary armies.

Beyond York, the ride is unbroken, until reaching

Newcastle-upon-Tyne, the celebrated centre of the English coal-trade, even a few minutes' pause at which shows that it is composed of coal, coal-dust, coal-vans, and other indications of the collieries. Shields, the great coal-port, lies a few miles eastward, at the mouth of the Tyne.

Beyond Newcastle the tourist crosses the historical Northumberland, the border-shire, celebrated in all the troubles with the Scots. If time does not press too closely, by changing from the express to a local train at Newcastle, a visit may be paid to

Alnwick Castle, lying only two or three miles westward from the main line, with a branch-road leading thither. Alnwick, the old home of the Percies, Earls and Dukes of Northumberland, is one of the finest ruins in Great Britain; and it is peculiarly interesting to Americans, from the celebrity given to it by Halleck in that most charming of poems bearing the same name.

Taking the main-line again at little Alnwick Station, the road runs thenceforth very near to the border of the German Ocean on the right, with frequent views of that historical ocean, over which the Danes came to subjugate Britain—all the way to

Berwick-on-Tweed, at which fine old town the Tweed is crossed by a bridge and the scenery seems to roughen and become more picturesque from the very moment of touching the Scottish soil.

From Berwick the run occupies some two hours, through the mountain and coast scenery made im-

mortal by Scott in the "Bride of Lammermoor," over Haddingtonshire and the Lothians, with a brief stop at the fine old town of Dunbar—where may yet be caught a glimpse of the very old Castle of Dunbar, where Bothwell imprisoned Mary Queen of Scots after her abduction and before his marriage to her,—till the Frith of Forth opens ahead and to the right, and the tourist is disembarked at Edinburgh.

A RUN THROUGH NORTH WALES.

Passengers crossing to England from Ireland, or the reverse, by Kingstown and Holyhead, have the best of facilities, with a little time at command, for seeing some of the best of the scenery of North Wales, in many regards unexcelled by any in the Islands. The brief itinerary following, is made as from the direction of England, whether as a special excursion or otherwise; for persons proceeding in the other direction, the route will simply need to be reversed.

London or Liverpool to Chester (junction); thence by rail, as if proceeding to Ireland—to the first point of special interest,

HOLYWELL, with the remarkable well or spring which gives its name—

St. Winifred's Well, famous in legendary story as the spot where the saint had her head cut off by her outraged lover, Prince Caradoc, and put on again by St. Bueno—and for the alleged healing quality of its waters, which flow with unexampled steadiness, force, coldness and purity. May also be visited, near Holywell,

Basingwerk Abbey, picturesque ruins of a building dating back to 1100 or earlier,—and the two remarkable defensive erections or ramparts,

Watts and Offa's Dykes. Holywell, by rail, to

RHYL, a favorite resort for sea-bathing in summer, lying on the Channel, at the mouth of the Vale of Clwyd, whence branches the Vale of Clwyd Railway, southward for St. Asaph, Denbigh, Ruthin, etc. [Rhyl may also be reached by steamer from Liverpool.] From Rhyl to

ABERGELE, painfully famous for one of the worst railway disasters ever happening in the British Islands, occurring to the Irish mail, in 1868—to visit

Gwrych Castle, a noble modern edifice, with some remarkable inscriptions commemorating various victories won by the Welsh over the English near the spot, and famous as having been the residence of Mrs. Hemans in childhood. Abergele, by rail to Llandudno Junction, and by branch line to

LLANDUDNO, the most famous of Welsh watering-places, lying on the Channel at near the extremity of Great Orme's Head. The little modern town is at once beautiful and comfortable; the bathing is fine; and the whole of Great Orme's Head affords fine promenades and magnificent views, reaching even to Snowdon.

Returning to Llandudno Junction, thence by rail to

CONWAY ("Aberconway"—Welsh), a very fine old fortified town, with gateways, handsomely situated, but its principal charm lying in

Conway Castle, now the most magnificent of ruins, overhanging the river of the same name, and a part of one of the towers passed through by the railway. This castle, once of great size and wondrous strength, was built by Edward I. in 1284, and has long commanded attention as the finest of feudal remains. *Conway Suspension Bridge* also deserves attention, as an admirable work of modern art. Only a few miles beyond Conway (rail or otherwise) may be visited

Penmaen Mawr, a pass of wondrous wildness, and once of great danger, where many fearful accidents occurred; and *Dinas Penmaen*, an old fortification above it—once of great strength and sufficient size to hold 20,000 men; with a remarkable Druidical circle near it. From Penmaen Mawr, by rail to

Aber, with much romantic scenery, and some very fine waterfalls in the immediate neighborhood; thence on by rail to

BANGOR, on the Menai Strait, at the head of Beaumaris Bay—a city of great antiquity, and much trading importance. Its principal structure of interest is the *Cathedral*, the foundation of which dates back to 525, while its history is almost that of the Welsh princes. From Bangor should be visited

Penrhyn Castle, a mansion of Lord Penrhyn, with fine parks, and elaborate inside ornamentation, appointments and curiosities. From Bangor may also be visited the *Slate Quarries*, among the most extensive and valuable in the kingdom; and within

two or three miles from the town may be reached the

Two Great Bridges—the "Menai Suspension" and "Britannia Tubular," connecting the Island of Anglesey with the mainland of Wales, and both ranking high among the achievements of modern engineering. Between the two bridges may also be seen the *Anglesey Monument*, an imposing structure, crowned by a statue erected to the Marquis of that name, who was second in command of the British army at Waterloo, and lost his leg there. From Bangor to

Beaumaris, at the end of the Menai Strait, a great resort of pleasure-seekers. [Steamer to and from Liverpool, daily, during the warm season.] Also,

Beaumaris Castle, built by Edward I., at about the same time as that of Conway, though lacking the picturesque character of the latter. From Beaumaris, by boat, through the Menai Strait, to

CARNARVON and *Carnarvon Castle*—the latter the birthplace of Edward II., first English Prince of Wales, and vieing with Conway Castle for the meed of noble picturesqueness as a ruin. From Carnarvon, by carriage (or railway when completed) to

LLANBERIS, and the exceedingly beautiful *Lakes* and *Waterfalls* of the same name, embosomed among the Carnarvon Mountains, at the foot of Snowdon. From Llanberis, too, may be most easily made the

Ascent of Snowdon—not difficult for persons of average health and agility, though the moun-

tain (the highest and finest in Wales) has the evil reputation of many persons having perished upon it—no doubt through imprudence.

If Snowdon is ascended, descend on the other or eastern side of the mountain—or, if the ascent is not to be made, proceed in the same direction, through the wild and grand Pass of Llanberis to

CAPEL CURIG, and the beautiful little Lakes of Mymbyr, in its neighborhood, famous for rowing and fishing. From Capel Curig may be made the ascent of the minor but difficult mountain of *Moel Siabod*, with return.

From Capel Curig, by coach, through the fine scenery of the Vale of the Llugwy, to

BETTWS-Y-COED, near the confluence of the Llugwy and Conway rivers, and surrounded by landscape of the most interesting and varied character, making it one of the favorite resorts of artists, as its fine angling gives it a different celebrity. The hamlet itself has a peculiar interest, in the *Pont-y-Pair*, a very old bridge over a torrent; and the *Falls of the Conway*, and two or three other fine cataracts, are within easy reach.

From Bettws-y-Coed, by rail to

LLANRWST, on the Conway, surrounded by charming scenery, and with a strange old celebrity in the manufacture of Welsh harps; some very interesting monuments and memorials in the Church of St. Mary, of the 15th century; and unequaled prominence as a station for fishermen of the many neighboring lakes and streams.

From Llanrwst, by rail, northward to Llandudno

Junction, and the main line between Chester and Holyhead, for proceeding in either direction.

It may be well to add a few suggestions, for those a little less limited as to time.

Supposing CARNARVON to have been reached, and the tourist choosing to go farther south than the Llanberis and Capel Curig route—road may be taken from Carnarvon, by *Bettws Garmon*, *Llyn Cwellin*, *Pont Rhydd Du*, *Llyn-y-Gader* and *Nant Colwyn*, through some strikingly effective scenery, to BEDDGELERT, a picturesque old village, made famous and almost sacred in legendary lore, by the story of the hound Gelert, mistakenly killed by King Llewellyn under the idea that it had slain his sleeping infant, instead of really protecting it from the wolf. In the neighborhood are also to be seen the haunts and some memorials of Owen Glendower, the celebrated Welsh chieftan; and almost immediately below the village lies the wildly romantic *Pass of Aberglaslyn*, considered one of the finest points in Wales. From Beddgelert, by *Tremadoc* and *Portmadoc* to HARLECH, with its very fine old *Castle*, celebrated for great age, unnumbered sieges and defenses, and the glorious Welsh air, the "March of the Men of Harlech." Harlech, by rail to *Barmouth*, whence rail may again be taken, by *Dolgelly*, *Corwen*, *Llangollen*, etc., to Chester. Or the tourist may proceed still further south, from Barmouth, by rail to ABERYSTWYTH, a watering-place of eminence and beauty, on the coast. Thence rail, by *New'own*, *Welshpool*, etc., to Chester; or to Shrewsbury, Birmingham, etc.

CROSSINGS FROM ENGLAND TO THE CONTINENT.

Nearly a dozen principal routes of transit present themselves, between England and the Continent—especially between England and France, the course by far oftenest pursued, previous to the breaking out of the late Franco-Prussian war; and between England and one or other of the ports of Belgium or Holland, most readily accessible after those of France. Since the derangements brought about by the war, the practice of going first from England to France and thence to the other portions of the Continent, has been by no means so general as before, and transit from England is much more frequently directed to the continental points by way of Belgium or Holland. The most desirable routes, however, in both directions, are briefly noticed in the following; and it is only further necessary to say, in this place, that by all those routes the passage is more or less unpleasant, except in unusually calm weather (the Channel is usually a trifle calmer at night than by day, though something is lost in the way of views, in night-passage); and that there is really very little difference between them, except as to the time consumed and the lines with which they connect. The boats on all of them are staunch, safe, swift and uncomfortable—meet with few ac-

cidents, but generally land their passengers temporarily more dead than alive, from sea-sickness.

CROSSINGS TO FRANCE.

Newhaven and Dieppe Route.

For going to France, with at all decent weather, and for the first time, the line by the London, Brighton and South Coast Railway, and by Newhaven and Dieppe, may well be chosen, as it is to be supposed that the man (or even the woman) who has endured ten days on the Atlantic can endure six or eight hours on the Channel—and as by that route both Dieppe (favorite watering and bathing-place) and Rouen, two of the handsomest old historical cities in France, can be hastily seen, while the way toward Paris will be taken by the French *Chemin de Fer de l' Ouest* (Western Railway), through a portion of Lower Normandy more exquisitely beautiful than almost any other strip of the same extent on the Continent.

Folkestone and Boulogne Route.

This route presents two to two-and-a-half hours of sea-passage, as against the six to eight of the Newhaven route, but with necessarily longer railway travel at either end (most on the French side), and less interesting scenery. Reached from London by the London, Chatham and Dover, or South-eastern Railways, and communicating on the French side, at Boulogne-sur-Mer, with the *Chemin de Fer du Nord* (Northern of France Railway), pass-

ing through the old towns of Abbeville and Amiens, and the principal station of Creil.

Dover and Calais Route.

This route (London, Chatham and Dover, or South-eastern Railways) presents one-and-a-half to two hours of sea-passage, with yet longer railway-transit on the French side, the Northern of France Railway being taken at Calais, and the towns passed through being the same as on the route last previously named, with the addition of Boulogne. The advantage is enjoyed, however, by the stranger, of observing, on the English side, Dover Cliffs, made so celebrated by Shakspeare in "King Lear," the Castle, etc.; and on the French side, Calais, memorable for so many passages in history, and for its being so long retained by the English as a fortified possession, and a thorn in the side of the French.

[It is to be specially noted, that for tourists on their way from England to Belgium, Holland, the Rhine, Switzerland, or any other portion of the Central Continent, and who have serious dislike to any extended Channel transit—the route by Calais supplies a great convenience at a slight additional cost over the crossings direct to Belgium or Holland —special railway communication being direct and rapid from Calais by Lille, Ghent, etc., to Brussels, Liege, Cologne, in connection with which may be applied all the various routes from and beyond Brussels, embraced in the paper soon following—"Itinerary of principal points from Calais and Ostend routes."]

Southampton and Havre Route.

Sea-passage of six to ten hours. By Southwestern Railway from London to Southampton, thence boats of the same Company to Havre, and transit thence to Paris by Rouen and Mantes. This route supplies the opportunity for viewing the first seaport of France, as well as gives conveniences for reaching Caen, Trouville, Fecamp, Cherbourg, and other favorite towns and watering-places at and near the coast.

Other Crossings.

Steamers also ply between *Southampton* and *St. Malo* (via Cherbourg); and there are others direct between *London* and *Boulogne;* but the sea-passage, in either case, is longer than the longest before-named, and the routes are not likely to be chosen by hurried travellers, except those who are notably "good sailors," or have special reasons for taking one or the other of them. *Jersey, Guernsey* and the other *Channel Islands,* are reached by the Great Western Railway to Weymouth, and boat from Weymouth Harbor to Guernsey in about six-and-a half hours, and to Jersey in about nine. To the *Isle of Wight,* by Southwestern Railway to Southampton, and brief crossing to Cowes.

CROSSINGS TO BELGIUM AND HOLLAND.

Dover and Ostend Route.

The most popular of the routes to Belgium is that between Dover (London, Chatham and Dover, or South-eastern Railways) and Ostend, giving five

to six hours sea-passage. From Ostend principal routes diverge to all sections of Belgium, Holland, Germany, Switzerland, Austria, etc. [See following paper "Itinerary of principal points from Calais and Ostend Routes."]

Harwich and Rotterdam Route.

By Great Eastern Railway from London, to Harwich; thence by boat, the sea-passage varying from eight to twelve hours. From Rotterdam the connection is short and easy, northward to the Hague or Amsterdam, southward to Antwerp or Brussels (with the connections previously given in the Dover and Ostend table), or eastward to Cologne and the Rhine (with connections similarly given).

Harwich and Antwerp Route.

By Great Eastern Railway, from London to Harwich; with sea-passage thence to Antwerp, of ten to twelve hours, the latter portion less exposed and boisterous. Connections nearly the same as those from Rotterdam, to Brussels, Cologne, the Rhine, Eastern Germany, etc. [See Dover and Ostend table, for beyond Brussels or Cologne].

Other Crossings.

For those who desire more sea-voyage and less land travel, by either Ostend, Antwerp or Rotterdam, steamers sail from London direct for each of those ports, though they are seldom used by the American tourist, who generally finds quite enough of sea-passage.

ITINERARY OF PRINCIPAL POINTS,

FROM THE CALAIS AND OSTEND ROUTES.
(ALPHABETICAL.)

[It will be noted that the lines from Dover by Calais and from Dover by Ostend, intersect either at Ghent or Brussels; so that all calculations for routes beyond the latter place may be made from Brussels as a point of departure.]

Aix-la-Chapelle, from Brussels by Liege.

Amsterdam, from Cologne or Hanover, by the Hague and Leyden.

Antwerp, from Ghent, or from Brussels by Malines.

Augsburg, from Munich.

Alps (Crossings of The). Mt. Cenis route, from Geneva by St. Michel. Great St. Bernard route, from Geneva by Martigny. St. Gothard route, from Lucerne, by the Lake of the Four Cantons, and Fluellen. Simplon route, from Geneva by Martigny. Brenner route, from Innspruck (Tyrol). Splugen route, from Zurich by Coire.

Bruges, from Lille, Ostend or Brussels.

Brussels, from Lille (Calais), or Ghent. (Either route.)

Baden-Baden, from Heidelberg, by Mannheim, Bruchsal and Carlsruhe.

Bale (Basle), from Baden-Baden, by Oos and Fribourg.

Berne, from Bale, by Olten.

Berlin, from Cologne, by Deutz, Minden, Dusseldorf, Hanover, Brunswick, Ochersleben and Magdebourg.

Bremen, from Cologne, by Minden and Dusseldorf.

Cologne, from Brussels, by Liege and Aix-la-Chapelle.

Coblence, from Cologne (boat on the Rhine, or rail.)

Carlsruhe, from Baden-Baden or Heidelberg.

Dresden, from Cologne, by Gunterhausen, Weimar and Leipsic.

Ems, from Coblence, by Capellan and Oberlahnstein; or from Wiesbaden.

Frankfort-on-the-Main, from Mayence.

Ghent, from Ostend or Lille, by Bruges.

Gottingen, from Cassel or Hanover.

Geneva, from Bale, by Neufchatel.

Hague (The), from Rotterdam.

Hanover, from Cologne; or from Berlin.

Hamburg, from Berlin; or from Hanover by Lauenberg.

Heidelberg, from Mayence, by Mannheim.

Homburg, from Frankfort.

Italian Cities. [See Alps, Crossings of The.]

Innspruck (Tyrol), from Munich.

Leipsic, from Cologne, Magdebourg, or Dresden.

Lucerne, from Bale.

Liege, from Brussels.

Metz, from Aix-la-Chapelle; from Strasbourg, (or from Paris.)

Mayence, from Coblence (boat on the Rhine, or rail.)

Munich, from Mayence, by Aschaffenberg, Wurzburg, Ausbach and Augsburg.

Nuremberg, from Munich, by Augsburg.

Prague, from Dresden.

Paris, from Lille; from Strasbourg; from Bale; or from Geneva.

Rotterdam, (steamer from Harwich), or from Cologne, or from Antwerp.

Spa, from Liege.

Spires, from Mannheim.

Strasbourg, from Baden-Baden (or from Paris.)

Vienna, from Mayence, by Darmstadt, Aschaffenberg, Wurzbourg, Bambourg, Nuremberg, Ratisbon, Passau, Wells and Linz; or from Dresden, by Bodenbach, Prague and Brunn.

Worms, from Mayence or Heidelberg.

Wiesbaden, from Coblence, by Capellan, Bingen, Mayence and Castel; by Oberlahnstein and Rudesheim; or from Mayence by Castel.

Zurich, from Bale.

ADDITIONAL.

Coire, from Zurich.

Constance, from Zurich, or Munich by Lindau.

Lindau, from Munich or Constance.

Schaffhausen, from Constance, or Zurich.

Stuttgart, from Heidelberg or Baden-Baden.

Wurzbourg, from Heidelberg or Frankfort.

SHORT TRIPS IN BELGIUM.

Assuming the passage to have been made from England to Belgium, by the Dover and Calais route, the first point of interest beyond Calais will be found at

LILLE, a very old Flemish town, with many of the features of art, thrift and industry observable throughout that thriving country, and with a few antiquities which may be examined within a brief period. Thence by Courtrai to

BRUGES (which will be the first place of importance, if arriving by the Dover and Ostend route). This is a very fine old Flemish town, with many bridges, and much historical interest. It has a splendid old Cathedral (Notre Dame) with a tower of wondrous height, and within it may be seen the gorgeous gilded tombs of Charles the Bold (Duke of Burgundy), and his daughter Mary, Empress of Austria, as well as many fine pictures. There is also attraction to be found in the Hospital of St. John, with its many relics; in the Cathedral of St. Sauveur, Church of Jerusalem, etc.; but, to Americans especially, one of the most notable features will be found in the Belfry, in the Market Square, very lofty and of splendid Gothic architecture, with a chime of forty-eight bells, some of them fabulously large, and almost constantly ringing—while Long-

fellow has doubly immortalized it in his fine poem of the "Belfry of Bruges," commencing

> "In the market-place of Bruges stands a belfry old and brown,
> Thrice consumed and thrice rebuilded, still it towers o'er the town."

From Bruges, by rail to

GHENT, another fine old town, scene of many of the most interesting historical occurrences of Belgium—among them the story of the "Butchers of Ghent," and the memorable episode of the patriot Philip van Artevelde. Among its leading curiosities will be found the very old Gateway, once belonging to the castle of the English John of Gaunt, (Ghent) Duke of Lancaster, built more than a thousand years ago; the Cathedral of St. Bavon, with a striking marble interior and Chapter Arms of the Spanish Order of the Golden Fleece, which once had its place of authority here; the Belfry Tower, near the Cathedral, from which the warning bell rang to announce the (frequent) approach of invaders—its summit dragon-crowned and its base a prison; the Church of St. Michael, containing Vandyke's "Crucifixion;" its many picturesque bridges; and the immense number of factories, for making everything, from laces and silks to dyes and whiskeys.

From Ghent the ride is a brief one, to

ANTWERP, on the river Scheldt, second town of Belgium in importance—formerly the first. (Also reached direct by steamer from Harwich.) It is heavily fortified, has extensive basins for vessels, built by Napoleon I., and heavy shipping and foreign trade,

and many buildings of great cost and beauty, while some of its streets, and especially the Great Place de Mere, may vie with any in Europe for beauty. Its chief attractions are to be found in the immense Cathedral, of magnificent architecture, and one of its two towers among the highest and most delicately-finished in the world; in the iron canopy, at the foot of the Cathedral tower, the work of Quentin Matsys, the blacksmith painter; in Rubens's "Descent from the Cross" (his greatest work), found within the Cathedral, with other noted works by the same master; in the citadel, built by the Duke of Alva in 1568; in the public gardens and libraries; in the Museum, with one of the finest collections of pictures in Europe—especially rich in the works of Rubens, Vandyke, and other Flemish artists; in the churches of St. Augustine, St. Paul, St. Anthony, etc.; and the house where Rubens lived and died. Three other famous painters, Teniers, Jordaens and Vandyck, were also born here.

From Antwerp, by rail, by

Malines, (one of the most celebrated of the lace-manufacturing towns), to

Brussels, the capital of Belgium, beautifully situated on rising ground beside the river Senne, a southern branch of the Scheldt—considered one of the best-shaded cities and handsomest residences in Europe. It has many attractions, in the Royal Palace (of the King of Belgium), with magnificent Park, and the Waux Hall Concert Gardens adjoining; Ducal Palace, with very fine collection of modern pictures; Royal Museum, with many old pictures; noble statue of Godfrey of Bouillon, in

the Place Royale; Cathedral Church of St. Gudule, grand in architecture, with fine stained windows, handsome side-chapels, and carved oaken pulpit of wonderful beauty; Old Parliament House, on the Grand Place, with many memorials of the Empress Maria Theresa, the Duke of Alva, and others, and group of the Counts Egmont and Horn in front, on the spot where they were executed; Hotel de Ville, also on the Grand Place, with fine front and very high and elaborate open-work tower—also, old rooms and many curiosities within; old house where the Duchess of Richmond gave her celebrated ball on the night before Waterloo; some of the carpet and lace manufactories, etc. In the suburbs should be visited, the

Bois du Cambre, new park of great beauty, formed out of the Forest of Soignes, now very attractive and promising, when completed, to be one of the largest and handsomest in Europe; and, of yet more importance, the

Battle-field of Waterloo, excursion employing one day, and made by the "English Coaches" leaving for the field every morning and returning in the evening. All details of information obtainable from drivers and guides; but the principal points of interest at and near the field may be named, as the Great Mound, with the Belgian Lion; the old Chateau of Hougomont; the Farmhouse of La Haye Sainte, and the Sunken Road from Wavres—spots at which the battle was really decided. Also may be visited, if time allows,

Laeken, the handsome rural residence of the King of the Belgians, a few miles from the city.

From Brussels, the brief run should be made to LIEGE, handsomely situated on the river Meuse, with very extensive fire-arms manufactures. The Cathedral of St. Paul has many fine pictures, and much fine brass-work and wood-carving, with the most elaborate carved oaken pulpit in Europe; the Church of St. Jacques has rich stained-glass windows, and a series of bas-reliefs of the Crucifixion, lining the walls, of rare power and beauty; and the old Palace of the Prince-Bishops of Liege is highly interesting for its architecture (especially of the columned court), and as the scene of a large part of Scott's novel of "Quentin Durward." Some of the ordnance foundries may be examined, to profit; and a fine modern statue of Charlemagne, on the river-bank, commands attention. From Liege, on by rail (passing out of Belgium) to

AIX-LA-CHAPELLE, a fine old town of Rhenish Prussia, old home of Charlemagne and other Emperors. The Cathedral is one of the oldest in Europe, and contains the Tomb of Charlemagne (in the pavement) and many sacred relics. At the Hotel de Ville, also very old, is to be seen the Great Hall, with splendid modern pictures, in which all the early Emperors were crowned; Charlemagne's Staircase; bronze statue-fountain of that ruler in front; and other objects of interest. It has also Warm Springs and Baths of celebrity, and is a popular resort. The "Poullinor Waldchen," interesting wood, with Roman and Charlemagnian remains, may be visited, at two miles distance, by carriage, or on foot with guide.

From Aix-la Chapelle, still by rail, to COLOGNE.

SHORT TRIPS ON THE RHINE.

COLOGNE, (reached by either Dover and Calais, Dover and Ostend, Harwich and Rotterdam, or Harwich and Antwerp), in Rhenish Prussia, the commencement of the Rhine-tour to most tourists going eastward, lies on the left or west bank of the Rhine, in a crescent bending outward, and contains some 120,000 inhabitants, (German name "Koln"). It is very old (said to have been founded by Agrippina, daughter of the Roman Emperor Germanicus); very picturesque in its old houses and river-frontage; very dirty (as are, however, most German towns); and very celebrated as having given name to the "Cologne water," not one millionth part of which ever saw it. Of course people go to Cologne principally to see

The Cathedral, one of the most stupendous specimens of Gothic architecture in the world, and perfectly dizzying to the thought in the extent of its size and details. It is said to have been commenced in 1248, and is rapidly approaching completion, when the two wonderful towers are each to reach 500 feet—the extreme length of the building. Within, it is quite as magnificent as without, with the Chapel of the

"Three Kings of Cologne" (the three wise men of the East who came to worship the infant Christ) behind the high altar, and the wealth of an empire lavished on the case containing their bones, and on similar objects. The whole cathedral is full of relics and objects of devotion, besides some fine paintings; and no brief time will suffice to study it thoroughly within and without. But perhaps scarcely second even to the Cathedral, in special interest, is the

Church of St. Ursula, containing exposed the bones of the Eleven Thousand Virgins who accompanied St. Ursula on a pilgrimage to Rome, and were murdered by the Huns on their return, for refusing to break their vow of chastity. The whole church is full of bones and skulls piled on shelves and heaped miscellaneously; and the spectacle is edifying—more or less, according as one believes or disbelieves the story, or wishes or does not wish to see womankind reduced to "first principles." After St. Ursula, those of the many remaining churches of Cologne, best worth visiting, are, that of St. Peter, containing the font in which the painter Rubens (native of Cologne) was baptized, and his masterpiece of the "Crucifixion" supplying the after-piece; that of St. Mary, alleged to be nearly 1,200 years old, with some interesting effigies and pictures, that of St. Pantaleon, etc.

At Cologne, boat should be taken (at any favorable season of the year), for better enjoyment of the river and its scenery,

UP THE RHINE, as here the beauty and interest of the stream really begin. In the limited space at command here, of course no attempt at describing

the scenery of that world-celebrated river can be made: all that is either possible or needful is merely to name the principal places of interest, and whether on the right or left bank, descending; a little faculty of observation and the "comparing of notes" inevitable on a Rhine steamer (always half-freighted with English and Americans), and a good local guide-book, which no one should fail to purchase at Cologne or earlier, will supply enough additional knowledge for identification.

One additional remark is, however, necessary, before proceeding—that nearly all the Rhine, from Cologne to Mayence is hilly and rocky-banked, something like the Hudson in its wilder passes, but dotted with cities, towns and castles, picturesque in effect,—and that vineyards are almost universal Perhaps no better description was ever given within the same space, than that applied to the Rhine by Praed, in the "Bridal of Belmont," and pages of dry phrases would not convey half so much:

"Where foams and flows the glorious Rhine,
Many a ruin wan and gray
O'erlooks the cornfield and the vine,
Majestic in its dark decay.
Among their dim clouds, long ago,
They mocked the battles that raged below:
* * * * * * Homes of pride
That frown on the breast of the peaceful tide."

The first place of importance, passing up by boat, is, at the right,

Bonn, with one of the largest and most excellent Universities in the world; a Cathedral, or Minster,

showing the oddity of five towers, and alleged to have been built by the Empress Helena; and suburbs of singular shaded beauty. At the left, not long after leaving Bonn, comes into view the rocky

Drachenfels ("castled crag of Drachenfels," Byron), crowned with the ruins of an old castle, and around it the peaks of the bold group of hills called the "Seven Mountains," all 900 to 1,200 feet in height. Nearly opposite the Drachenfels, on the right, stands the

Castle of Rolandseck, said to have been built by the celebrated paladin, Roland, that he might overlook the place of abode of his promised bride, who had believed him slain at Roncesvalles and taken the veil in the convent of

Nonnenwerden (St. Ursula—"silence"), of which the ruins are to be seen on a little island opposite.

In this neighborhood is considered to lie the very finest portion of the Rhine scenery, in rocky roughness and grandeur. A little above, stand, on the left, the

Castle of Ochenfels (ruins, black and gloomy), and the small town of

Linz, heavily fortified; and just above, on the right, the

Castle of Rheineck (ruins, with modern residence attached), with the village of Brohl near. Then comes, on the left, the

Castle of Hammerstein (fine ruins—800 years old); on the right,

Andernach, with heavy fortifications and a splendid watch-tower near the river; and above, on the left, the town of

Neuwied; with a palace belonging to the Emperor-King. Next is passed, on the right, the

White Tower, where the French Revolutionary forces, under General Hoche, crossed in the face of the Austrians in 1797. Shortly after leaving the White Tower, comes in view, on the left, the tremendous rocky fortress of

Ehrenbreitstein (the "bright stone of honor"), nearly 400 feet above the level of the river, and believed to be impregnable, so that the tourist (and reader) may be spared the figures of its guns, cost and garrison. Opposite (right) lies the large and important town of

COBLENCE (Koblenz) at the intersection of the Rhine and the Moselle, heavily fortified, and with a peculiarly notable bridge of boats—as also the point of debarkation for those wishing to proceed directly to Wiesbaden or Ems.

Leaving Coblence, on the right stands the noble and many-towered

Castle of Stotzenfels, belonging to the Emperor-King, and where, as King of Prussia, he entertained Queen Victoria and Prince Albert in 1845. The interior decorations of the Castle are magnificent, and it contains many curiosities in the armory—among others, swords of Napoleon, Wellington and Blucher. The next point of special interest is

Lahnstein, on the right, where debarkation may also be made for Ems. Then

St. Goar, one of the old monkish holds, and very picturesque; then, on the right,

Bacharach, noted for the quality of its wines; on the left, not long after,

The Loreley Rock, scene of the old "Lurley" legend of poetry and the drama; and, again on the right,

Bingen (not "Binjen," as many call it—but "Bing-en"), lying at the mouth of the river Nahe, famous for its wine-trade, but much more for Mrs. Norton's touching poem, "Bingen on the Rhine." On the opposite side of the mouth of the Nahe stands (2) the

Castle of Ehrenfels, a picturesque robber-hold of the middle ages; and near the river mouth, on a low flat, (3) a small square tower, the

Mouse Tower, immortalized by the story of Bishop Hatto, who kept his corn and starved the poor, then burned them in his barn—the revenge coming in the shape of all the mice in Germany (Southey blunders into calling them "rats") attacking the tower and eating up the Bishop with everything else!

Beyond, all on the left, succeed each other, three places, the very names of which have a vinous flavor:

Rudesheim, the home of the "Rudesheimer;"

Johannisberg (castle and town), celebrated for th favorite "Johannisberger"—the vineyard once in possession of the First Napoleon, and given by him to General Kellerman, the dragoon; and

Bieberich, only less distinguished than the others in a corresponding direction. After passing Bieberich, the run is a brief one to the completion of the Rhine tour proper, at

MAYENCE (Mainz), lying on the bank of the Rhine, a commercial city of importance, and chief town of Hesse-Darmstadt. It is heavily fortified and garrisoned; was one of the chief ecclesiastical cities in the centuries following Charlemagne; and was held during a long siege by the French under Napoleon. Its principal buildings of interest are the Cathedral, an immense pile of red sandstone (which would have delighted Hugh Miller), now somewhat damaged by time and war, but with a wonderful collection of Electoral and other monuments within. Quite of as much interest will be found the "bridge of boats," nearly 1800 feet in length, across the Rhine; the site of the house of Guttenberg, inventor of printing (born here), etc.

[For proceeding westward, down the Rhine, it is only necessary to read this paper in reverse, with due recollection of the changes from right to left, and vice versa, of the river-banks.]

[Mayence is the point of departure by rail for many and varied excursions, tours and extensions, for a few of which see "Short Trips in Germany,' following.]

OPTIONAL ROUTES.

CHOICES OF SUCCESSIONS FOR SHORT-TRIPS ON THE CONTINENT, INCLUDING HOLLAND, BELGIUM, GERMANY, AUSTRIA, ITALY, SWITZERLAND AND FRANCE.

In the successions of "Short-Trips" in various countries, preceding and following, are found the most profitable lines of route for those countries, in their turn; but it is considered a marked aid to the tourist, at this stage of his probable travel, to set down, in skeleton, a few trips, all involving Holland, Belgium, Germany, &c., with Swiss connections, and a part of them going farther and taking in Austria, Italy and France. These successions are not arranged at hap-hazard, but from experience of their convenience and popularity; and the suggestions will at least be found useful in enabling the traveller to survey his ground and make up his mind as to direction, before or in commencing his run on the Continent. (For a considerable number of these routes, and for parts of others, the Cook's Tourist Tickets, obtainable of Cook, Son & Jenkins, 262 Broadway, New York, of Thomas Cook & Son, Ludgate Circus, Fleet St., London, or at various Continental Agencies,—will be found very available, in the way of curtailing expense, and saving the constant necessity of ticket-purchase, in foreign languages, *en route*.) It will be noted that the point of departure is in all instances from London, with return to England indicated; also that, to economize space, only the principal places passed through are mentioned.

Route I.—Northern Commencement.

By Dover, and Calais or Ostend, or by Rotterdam or Antwerp, to Brussels. (Ghent and Bruges optional.) To Liège, Aix-la-Chapelle, Cologne. Boat on the Rhine to Bieberich or Mayence, (detour to Frankfort,) Worms, Heidelberg, Baden-Baden and Strasbourg, to Paris, and return by Rouen, Dieppe and Newhaven, by Calais and Dover, or by Boulogne-sur-Mer and Folkestone.

Route II.—Northern Commencement.

As by Route I, to Strasbourg. Strasbourg to Bale, Berne, Geneva, Macon and Dijon, to Paris, and return as by Route I.

Route III.—Northern Commencement.

As by Route II, to Bale. Bale, by Olten, to Lucerne. Over Brunig Pass and by Lake of Brienz, to Interlaken. Over Lake of Thun to Berne. Berne to Geneva and Paris, and return as by Routes I and II.

Route IV.—Northern Commencement.

As by Route III, to Bale. Bale, by Olten and Soleure to Neuchatel. Neuchatel to Geneva and Paris, and return as by Routes I, II and III.

Route V.—Northern Commencement.

As by Route I, to Heidelberg. Heidelberg by Augsburg to Munich. Munich to Lindau, Con-

stance, Falls of the Rhine (Schaffhausen), Zurich, Olten, Berne, Geneva and Paris, and return as by previous Routes.

Route VI.—Northern Commencement.

As by Route V, to Lindau. Lindau to Romanshorn, Zurich, Olten, Berne, Geneva and Paris, and return as by previous Routes.

Route VII.—Northern Commencement.

As by Routes V or VI, to Olten. Olten to Bale, Lucerne, over Brunig Pass to Giessbach, Interlaken, Berne, Geneva and Paris, with return as by previous Routes.

Route VIII.—Northern Commencement.

As by Route V, to Munich. Munich, by Salzburg and Linz to Vienna. Vienna to Prague, Dresden, Berlin, Hanover, to Cologne and Brussels, and return by Calais and Dover, by Ostend and Dover, by Antwerp or Rotterdam.

Route IX.—Northern Commencement.

As by Route VIII, to Vienna. Vienna, over the Semmering Pass to Trieste, to Venice, Verona, Milan, (detour to Lago Maggiore,) Lake Como, Colico, Chiavenna, over the Splugen Pass to Coire and Zurich. Zurich to Olten, Berne, Geneva, Paris, and return as by Routes I to VII.

Route X.—Northern Commencement.

As by Route V, to Munich. Munich, by Kufstein, Innspruck (Tyrol), Botzen and Trent, over

the Brenner Pass to Verona. Verona to Venice, Bologna, Florence, Rome, Naples, Rome, Civita Vecchia, Leghorn, Pisa, Florence, Bologna, Alessandria (detour to Milan and the Lakes Como and Maggiore), Genoa, Alessandria, Turin, Mt. Cenis Tunnel, Culoz (detour to Geneva), Macon, Dijon, to Paris, and return as by Routes I to VII.

Route XI.—Northern Commencement.

As by Route IX, to Venice. Venice to Padua, Ferrara, Bologna, Florence, Rome, Naples, Rome, Civita Vecchia, Leghorn, Pisa, Florence, Bologna, Alessandria, Genoa (detour to Milan and Lakes), Turin, Mt. Cenis Tunnel, Culoz (detour to Geneva), Macon, Dijon, to Paris, and return as by Routes I to VII.

Route XII.—Northern Commencement.

As by Route X, to Turin. Turin, by Ivrea and Aosta, over the St. Bernard Pass of the Alps to Martigny and Geneva. Geneva to Paris and return as by Routes I to VII.

Route XIII.—Northern Commencement.

As by Route IX or Route XI, to Milan. Milan, by Bellinzona, over the St. Gothard Pass of the Alps, to Fluellen and Lucerne. Lucerne to Bale, Belfort, Troyes and Paris, and return as by Routes I to VII.

Route XIV.—Northern Commencement.

As by any previous Route, to Geneva. Geneva by Culoz and Amberieux, to Lyons. Lyons to Macon, Paris, and return as by Routes I to VII.

Route XV.—Northern Commencement.

As by Route XIV, to Lyons. Lyons to Avignon, Marseilles and Toulon. Return to Tarascon, near Avignon. To Toulouse, Montauban, Bordeaux, Tours, Blois and Orleans, to Paris, and return as by Routes I to VII.

Route XVI.—Northern Commencement.

(*Cook's, No.* 51.)

Antwerp, Brussels, Aix-la-Chapelle, Cologne (or Harwich, Rotterdam, Utrecht, Emmerich (or Cleve) Cologne), Dusseldorf, Hamm, Minden, Hanover, Brunswick, Oschersleben, Magdeburg, Berlin, or Dusseldorf, Hanover, Stendal, Berlin, or Deutz, Elberfeld, Kreiensen, Berlin, Halle, Leipsic, Dresden, Prague, Pilsen, Budweis, Vienna, Linz, Salzburg, Rosenheim, Munich, Augsburg, Kempfen, Lindau, Romanshorn, Zurich, Olten, Bale, Lucerne, Alpnach, over Brunig Pass, Brienz, Giessbach, Interlaken, Thun, Berne, Freiburg, Lausanne, Geneva, Culoz, Amberieux, Macon, Dijon, Fontainebleau, Paris, Rouen, Dieppe, Newhaven, London, or *vice versa.*

Route XVII.—Northern Commencement.

(*Cook's, No.* 90.)

Antwerp, Brussels, Liege, Verviers, Cologne, Dusseldorf, Hamm, Minden, Hanover, Brunswick, Oschersleben, Magdeburg, Berlin, or Dusseldorf, Hanover, Stendal, Berlin, or Deutz, Elberfield, Kreiensen, Berlin, Halle, Leipsic, Dresden, Prague,

Pilsen, Budweis, Vienna, Bruck, Gratz, Marburg, Semmering, Laibach, Trieste, Cormons, Udine, Venice, Padua, Ferrara, Bologna, Pistoja, Florence, Foligno, Rome, Ceprano, Naples, Rome, Civita Vecchia, Leghorn, Pisa, Florence, Bologna, Alessandria, Genoa, Turin, Mt. Cenis (tunnel), Chambery, Culoz, Macon, Dijon, Fontainebleau, Paris, Rouen, Dieppe, Newhaven, London, or *vice versa*.

Route XVIII.—Northern Commencement.

To Rotterdam, or by Antwerp to Rotterdam, to the Hague, Leyden, Amsterdam, (Harlem optional, from Amsterdam). Cross the Zuyder Zee by boat to Zwelte, or return to Rotterdam; from Zwelte or Rotterdam to Hanover, Hamburg, Berlin, Dresden, Prague, Frankfort, Mayence, Heidelberg, Baden-Baden, Strasbourg or Bale, for Paris and return, or for Swiss connections as by previous Routes.

Route XIX.—Southern Commencement.

To Paris, by any of the Channel Routes. To Strasbourg, Carlsruhe, Bruchsal, Stuttgart, Ulm, Augsburg, Munich, Rosenheim, Salsburg and Linz, to Vienna. From Vienna, Italian tour as in Routes IX, XI, XII, &c.; or German tour, as in Route VIII; or Northern tour, as in reverse of first half of Route XV.

Route XX.—Southern Commencement.

(*Cook's No.* 67.)

Newhaven, Dieppe, Rouen, Paris, Fontainebleau, Dijon, Macon, Culoz, Geneva, Lausanne, Berne, Bale, Freiburg, Appenweir, Baden-Baden, Bruchsal, Stuttgart, Ulm, Augsburg, Munich, Rosenheim, Salzburg, or Munich, Muhldorf, Simbach, Linz, Vienna, Budweis, Pilsen, Prague, Dresden, Berlin, Magdeburg, Helmstedt, Brunswick, Hanover (or Berlin, Spandau, Stendal, Lehrte, Hanover), Minden, Bielefeld, Hamm, Dusseldorf, Cologne, or Kreiensen, Elberfeld, Deutz, Cologne, thence *via* Emmerich (or Cleve), Utrecht, Rotterdam, Harwich, London, or *vice versa.*

Route XXI.—et als.

For proceeding from England first by way of Paris and the South, reverse any desired previous Route marked "Northern Commencement;" and for proceeding by the Northern crossings, reverse any designated as "Southern." It will also be noted that in many instances, at prominent points, as Munich, Vienna, Venice, &c., the routes here given may be divided, and the corresponding portions of others followed for the remainder of the tour.

CITIES AND TOWNS OF INTEREST,

IN GERMANY, HOLLAND, AUSTRIA AND THE TYROL (ALPHABETICAL), WITH BRIEF DIRECTIONS FROM CONVENIENT POINTS.

Amsterdam.

Most conveniently reached by rail from the Hague by Leyden.

AMSTERDAM, principal capital in Holland; and in some regards one of the most interesting of cities on the globe. It is built on piles of wood; its two parts divided by the river Amstel, and the canals intersecting its streets being so numerous as to form 90 islands, with 290 bridges crossing them in different directions. Its most attractive buildings are the Royal Palace; the Hotel de Ville; the Ondekerke (Old Church); establishments of the East and West India Companies, &c. It has immense manufactories, in many branches, chiefly of the heavier character, —but the incongruous peculiarity, in addition, of being the home of discounting and bill-broking, and the very center of the diamond-cutting and diamond trade of the world.

Augsburg.

Most conveniently reached from Munich.

AUGSBURG, a pleasant and very old town on the river Lech, with many historical recollections, and the Bishop's Palace still standing in which the noted Augsburg Confession of Faith was framed, and where Luther held his interview with the Cardinal Gaeta, before proceeding to the reformation extremities; the old Fugger House, commemorating the Austrian Rothschild; the Fountain of Augustus; the wilderness of watchmakers' shops, etc.

Baden-Baden.

Reached most conveniently going southward from Heidelberg by Carlsruhe; northward from Bale, or eastward from Strasbourg and the French territories.

BADEN-BADEN, chief and most beautiful of the gambling, lounging, and quasi-medicinal resorts of Europe. It is charmingly located in a valley at the foot of and partially surrounded by the hills of the Black Forest; and every appliance that art and taste could suggest has been added to make it attractive. Its first attraction, of course, is

The Kursaal (Conversation-House), a noble structure, with splendid promenade-grounds in front, and the rooms furnished and decorated with regal luxury —where the gambling-tables were ever filled from early morning to the closing hour at 11 P. M., and where the wealth, ruin, crime and opportunities for melancholy study (and often for something worse) were unbounded. The playing, principally *rouge et*

noir and *roulette*, is of course now a thing of the past, having been broken up by command of the Emperor of Germany, from and after 1871–2, when, also, Wiesbaden and Hombourg ceased to supply corresponding evil accommodation. One end of the great building is a restaurant, and the other a ball-room and theatre, with either balls or performances two or three times a week during the "season." In front of the Kursaal is a music pavilion, where some of the finest bands in Germany play, during afternoons in summer, to immense concourses of promenaders from all lands—besides supplying music during the evenings. Next in importance to the Kursaal is

The Trinkhalle (Drinking-House), an elegant building with magnificent piazza frescoed with the history and legends of Baden, standing to the left and a little in front of the principal attraction, with the Spa water (warm) always on free draught, and warm baths ready for those who desire to test the medicinal properties of the springs.

The Theatre, standing almost in front of the Conversation-House, is one of the handsomest in Europe, and opera is given there unexceptionably, two or three evenings a week, alternating the performance at the Kursaal, during the "season." Additional attractions are found in the very handsome walks and promenades with which the town abounds, and in the fine and costly wares kept lavishly in the shops that line the streets and stud the eastern side of the promenade-grounds.

The principal excursions from Baden are to the

Cours de Bade, or race-course, four or five miles away westward—famous for its green turf track, the gatherings of notables and heavy betting which take place there every year, in September, while the ride to it supplies charming scenery; and to the

Black Forest, the dark hills and sombre woods (mostly firs) of which surround Baden on three sides, with splendid dusky drives through them, and the two castles,

The Alt Schloss and *Nieu Schloss*, which crown eminences in the vicinity, and not only afford a very favorable impression of the old knightly robber-holds of Germany, but show subterranean passages between the two of great length, and some of the instruments of torture and death once said to have been employed by the dreaded Vehmgericht, or "Secret Tribunal of Germany." The Nieu Schloss is the residence of the Grand Dukes of Baden; the Alt was that of their ancestors. The ruins of the Alt Schloss are very fine; the rides through the forest to them are notably handsome and memorable; and charming views are caught from the heights (especially near the Alt Schloss) over the distant Rhine and low country—with even finer (including the spire of Strasbourg Cathedral) from the top of the immense pile.

There are some interesting excursions from Baden-Baden, to the Yburg, New Eberstein etc. (castles), but they are scarcely likely to be taken by the short-trip tourist.

Of course, for the visits to the *Cours*, the old castles, etc., already noted, carriages are required,

and they may be had at fair prices, at the hotels, even in the height of the season: everything else at Baden may and should be seen on foot, the distances being trifling.

Berlin.

Most conveniently reached from Hamburg, going southeast; from Hanover or Cassel, going east, on either of the routes from the Rhine Provinces; or from Dresden, going northward by Prague from Vienna and the Mediterranean.

BERLIN, the capital of Prussia, and now virtually of the German Empire, one of the largest, handsomest, and at present most powerful, of all the capitals of Europe. It lies on both sides of the small river Spree, in the midst of the great Prussian province of Brandenburg, on a naturally sandy plain, now marvellously metamorphosed by art and industry; contains nearly three-quarters of a million inhabitants; is some twelve miles in circumference, with walls and sixteen gates; holds in garrison, in times of peace, from 20,000 to 50,000 soldiers, and in war-time a number literally uncounted; has one street considered matchless in Europe, in its fragrant shade and bordering of palaces; and naturally attracts visitors from all lands, as well as a large amount of residence of foreigners.

Unlike other cities, the first object of attraction in Berlin is neither a great building nor a work of art, but the street already referred to,

Unter den Linden, a splendid broad thoroughfare, running west from the virtual centre of the city at the Royal Palace and the Place of the Opera, to the

Brandenburg Gate at the limit of the fortifications; the whole mile of street, an actual park, having an infinite variety of species in the trees forming its avenues, though the linden and lime predominate; and bordering it, for all that distance, the most notable residences of the nobility in the metropolis. Beyond the Brandenburg Gate this street has a virtual extension, quite through

The Thiergarten, largest of the public grounds of Berlin, with a Corso and many attractions as a public resort, and something more than dividing popularity with the *Kreuzberg*, another public ground, lying outside the Halle Gate, at the south point of the city, extremity of the great north-and-south thoroughfare crossing Unter den Linden, and to some extent rivalling it—the Friedrich Strasse. The Kreuzberg has some advantages, however, in height which commands the best view over the city, and in the Iron Monument to the memory of the Prussians who fell in the Napoleonic wars. Perhaps, after the attractions already named, the two others most notable at Berlin are also out-of-door ones—the

Brandenburg Gate (already named), with its splendid triumphal arch and the model of the Athenian Propylæum, and the

Statue of Frederick the Great, of bronze, equestrian and colossal, like the character of the grim warrior who literally founded the new German Empire, though leaving to his successors the task of developing its mighty proportions. Perhaps no statue on the globe is more widely celebrated, as certainly no other commemorates the achievements of a

man so out of the common order, both in his glories and his faults. This wonderful commemorative structure consists of the colossal equestrian statue itself, seventeen feet in height, the monarch wearing mantle and carrying baton of command; mounted on a pedestal of granite, twenty-five feet high, the sides covered with bronze groups of life-size, commemorating the statesmen and generals of the Seven Years' War, the figures numbering no less than thirty-one; while bas-reliefs represent different periods and events in the life of Frederick, and at the four corners of the pedestal are the colossal figures of Justice, Prudence, Fortitude, and Temperance—all of which virtues the monarch believed himself to possess, while at least a portion of them are accorded to him by history. On the front of this magnificent monument, the work of the great German sculptor Rauch, is this inscription—a part of the now memorable record: "To Frederick the Great, Frederick William III., 1840; completed by Frederick William IV., 1851." Several other statues of interest may be noted—those of the Elector Frederick William, at the long bridge over the Spree; of Blucher, Bulow, and other late Generals. The celebrated bronze group of the "Amazon," by Kiss, stands at the entrance of

The Museum, a magnificent building without, and containing in the Galleries, within, a collection of ancient and modern paintings and sculptures of such excellence as to rank with those of the Louvre at Paris or the Uffizi Gallery at Florence. In connection is also the New Museum, with splendid collec-

tion of antiquities. Historical relics and curiosities also abound in special apartments of the Museum: among other objects of great interest the ivory crucifix of Michael Angelo, a head carved in wood by Albert Durer, the decorations and orders of Napoleon (taken at Waterloo), a miniature windmill made by Peter the Great while a shipwright, dress and other relics of Frederick the Great, &c. In front of the old Museum stands the largest vase in the world—of granite, and with the enormous circumference of sixty-six feet. A scarcely less interesting collection is contained in

The Arsenal, where are usually stored about 100,000 stand of arms, weapons of all nations, warlike relics, &c.; and some other curiosities of great interest. Luther's Bible, Guttenberg's Bible (the first printed with types), half a million of volumes and five or six thousand MSS., are to be found in the *Royal Library*.

The Royal Palace is of immense size, with bronze horses at the gate, copied from the "Monte Cavallo" group at Rome. Some of the apartments are very gorgeous in furniture—the White Hall, with statues, the Throne Room, and Frederick the Great's rooms, being especially notable, as also the Royal Chapel, with pictures and many rich appointments.

The Cathedral, or "Dom," is the principal church of Berlin, and interesting, though only of the last century. It has the burial vault of the royal family, the coffins of Frederick I., the Elector Frederick William, statues of the electors, &c. The other principal churches are those of St. Peter, St. Nich-

olas, Friedrichswerder, St. Hedwig, &c., all of more or less interest. The principal places of amusement will be found

The Opera House, one of the most splendid in Europe, and even more celebrated for the perfection of its ballet than the average excellence of its opera company. The *New Theatre* follows next in importance, devoted to the regular drama, in French and German; and the *Orphum* may be mentioned as at the head (in popularity) of those free-and-easy dancing halls without which no Continental capital can exist.

Of excursions in the neighborhood of Berlin, the most interesting are those to *Charlottenburg*, palace of Frederick I., with Queen Louisa's and other royal monuments; to *Potsdam*, on the Havel, with no less than five royal residences, in Sans Souci, the Royal Palace, the New Palace, the Marble Palace, and Badelsburg—also with the Garrison Kirche (Church), containing the remains of Frederick the Great, and much military display everywhere; and to the fine Gardens surrounding, which have given to Potsdam the name of the "Versailles of Prussia." Longer excursions will be those eastward to Frankfort-on-the-Oder, southward to Leipsic, westward to Magdeburg, northward to Stettin (important Baltic seaport, at the mouth of the Oder), &c.

Bremen.

Port of debarkation from one of the lines of steamers from America, and of a line from Hull, England. For those arriving by other routes, most

conveniently reached from Cologne, by Minden and Dusseldorf.

BREMEN, for a long period one of the free cities of Germany, and now one of the first shipping and commercial ports. It lies on the Weser; the sanding up of a portion of the mouth of which river led to the construction, in 1830, of a port at the mouth, called *Bremerhaven*, to which the heavy shipping trade is now diverted. In buildings, the chief attractions are the Dom Kirche, or Church of St. Peter; the Church of St. Ansgarius, Town-Hall, Olben Observatory, Museum, Classical and Commercial Schools, etc. Exportations, importations and manufactures are equally brisk and heavy at this literal emporium for half Northern Germany.

Carlsruhe.

Reached most conveniently from Baden-Baden, going north, or from Heidelberg, going south.

CARLSRUHE ("Charles's Rest"), capital of the Grand Duchy of Baden, and one of the most tastefully laid out, well-shaded and beautiful little towns in Europe; while its climate is held to be exceptionally agreeable and healthy. It lies only 4 or 5 miles from the Rhine, and but a short distance from both Baden-Baden and Heidelberg. The Grand Ducal Palace, and its gardens, supply at once the first object of interest and the chief promenade. There is also an old palace of the Margraves of Baden; and the churches and public buildings well repay a brief examination. Carlsruhe is also noted for several varieties of ornamental manufactures.

Dresden.

Most conveniently reached, southward from Berlin; northward from Prague, on the way from Vienna; eastward from Leipsic; or direct, eastward, from the Rhine Provinces, from Coblence, by Guntherhausen (at which place, if that route is pursued on going or returning), pause should be made to visit *Cassel* and the

Palace of Wilhelmshohe, long known as the best appointed of all the German Palaces, but doubly famous, now, as the place of confinement of the Emperor Napoleon III., after his surrender at Sedan.

DRESDEN, the capital of Saxony, on the river Elbe, with an old and a new town (something like Edinburgh) on the two sides of the river, and a splendid bridge of 1,400 feet in length connecting. Dresden is so complete in situation, shade, walks, and laying out, as to hold the name of the "Northern Florence;" and it is considered by many the equal of any other capital in Europe. The leading attraction is, of course, the

Royal Palace (Schloss), a castellated building, somewhat sombre without but full of splendors within. Of the many rich rooms, the most attractive are a series of eight, known as the celebrated

Green Vaults (from former hangings), within which may be seen some of the most costly and complete collections, in jewelry, gems, goldsmiths' and silversmiths' work, and articles of royal taste and luxury, visible in any capital on the globe. These can only be examined intelligently by catalogue; but a few of the most notable may be mentioned, as,

the iron statue of Charles II. as St. George, cut from the solid; chimney-piece of Dresden china, wondrously elaborate; gold and silver plate of the Electors of Saxony, used at the old Imperial banquets; the Spanish Dwarf, an immense pearl of human shape; regalia, orders, costly weapons, court-dresses; the "Court of the Great Mogul," containing no less than 138 figures in carven gold; ivory-work by Michael Angelo, &c. Next, the

Royal Picture Gallery (known, world-wide, as the "Dresden Gallery"), considered one of the most complete in any land, and rivalling those of the Louvre, Florence, Munich, &c. Its most special gems are the "Madonna di San Sisto," of Raphael, the master-work of that painter; Correggio's "Virgin and Infant Christ," holding the same relation in comparative excellence; Titian's "Tribute Money;" Carlo Dolci's "Saint Cecilia;" Paul Veronese's "Marriage of Cana," "Adoration," and many others of the best works of those masters, of Rubens, Vandyke, Claude, Holbein, &c., &c. In

The Zwinger (Military Museum), a group of separate buildings, may be seen a collection of armor, weapons and military curiosities, equal to that at Vienna, including the robes worn by Augustus the Strong when crowned King of Poland, armor of John Sobieski at the Siege of Vienna, pistols of Charles XII. of Sweden, relics of Napoleon I., of Luther, rare suits of tilting-armor, etc. In the lower story of the Zwinger is also the Museum of Natural History, with a rare and valuable collection. In the

Japanese Palace, on the right bank of the Elbe, may be found many rare pictures, valuable books and relics, autograph letters, and over 60,000 pieces of specimens of rare china. The most noted church of Dresden is

The Frauenkirche, constructed on the model of St. Peter's at Rome, with a dome rising to the height of nearly four hundred feet. The *Catholic Church* is also a noble building, with fine music and an altar-piece by Raphael Mengs. Of open-air resorts, the most notable are

The Grasser Garten, elaborate park, for drives and promenades, with concerts and a Zoological Garden; the *Bruhl Terrace*, &c. The

Bridges of Dresden command attention, for length and solidity. Among the most notable statues are the equestrian one of Augustus the Strong, near the New Bridge; that of Frederick Augustus, at the Zwinger; and that of the Elector Maurice, in the same neighborhood.

Interesting excursions may be made, from Dresden, to the royal summer residence, Pilnitz; to Potscha and the remarkable rocks of the Bastei; to Konigstein, fortress with remarkable vaults, wells, and fine view; to the "Saxon Switzerland," range of the Erzeberg Mountains, lying at a few leagues southward from the city, including part of the last-named places, and boasting unequalled natural beauty.

Ems.

Reached by very short ride from Coblence, or north from Wiesbaden.

EMS, in Nassau, a few miles north of Wiesbaden, towards the Taunus; one of the most delightful, though one of the minor, of the bathing and watering places of Germany. Perhaps second to none in the quiet beauty of its situation, the excellence of its warm-springs, the perfection of all its arrangements for visitors, and the character of its floating-society.

Frankfort-on-the-Main.

Most conveniently reached from Mayence.

FRANKFORT-ON-THE-MAIN, lying, as its name indicates, on the river Main, another eastern confluent of the Rhine. Frankfort is one of the oldest and most interesting cities of Germany, alike for its fine old buildings, its rich historical associations, and its having been for so many centuries one of the great moneyed centres of Europe. It had been, since the 12th century, a free city, and the capital of the Germanic Confederation, until absorbed by Prussia in 1866. The Emperor Charlemagne is said to have had a palace here, in the eighth century, and all the earlier Emperors of Germany have been elected and crowned in the Cathedral. The Rothschild family had their beginning here, and their house is shown; while the residences of other bankers are many and most magnificent. The first object of interest is the Cathedral (or "Dom"), with unfinished tower, dating back to the thirteenth century, with some fine monuments, especially those of the Emperors Gunther and Rudolph of Sachsenhausen; next the Town Hall, with its immense banqueting-tower and picture gallery of the Emper-

ors, and the market-place opposite, where at the imperial festivities they roasted oxen whole and outdid Jack Cade by making the fountains run with wine; next the State Museum and Academy of Painting, with many fine works of art; then the house and statue of Goethe (born here); the fine bridge over the Main to the suburb of Sachsenhausen, etc.

Gottingen.

Most conveniently reached from Cassel, going northeast; or from Hanover, coming south from Hamburg and the Elbe.

GOTTINGEN is pleasantly situated at the foot of the mountain Hainberg, a spur of the Hartz; is walled and entered by gates; has a university of eminence, founded by George II., of England, and at one time the chief institution of that class in Germany; has some buildings of interest, a large and valuable library, and extensive manufactures.

The Hague.

Reached by rail from Rotterdam, in a very brief ride.

THE HAGUE, one of the capitals of Holland, and usual residence of the Court, lying on the Leyden and Rotterdam canal, a few miles from the North Sea. It is enclosed by a moat, crossed by drawbridges; and like Rotterdam, many of the streets are intersected by tree-bordered canals. Its principal promenade is the Vyerberg, near which are all the public edifices of interest, among them the Binnenhof, ancient residence of the Counts of Holland—now

used for government offices. The most interesting feature of the town, however, is the National Museum, very rich in Chinese, Japanese, and East Indian curiosities, fine pictures, etc., (among the latter, Paul Potter's celebrated "Bull.")

Hamburg.

Most conveniently reached from Berlin (unless made a point of arrival, as it may be, by steamer).

HAMBURG, on the Elbe, formerly one of the leading free cities of Germany, with a world of industry and manufactures and a heavy shipping-trade; while the city has a perfect circumvallation of gardens, and is tasteful and handsome. Its most attractive buildings are the Exchange and the Churches of St. Peter and St. Michael—the latter with a tower of 460 feet and one of the finest organs in Germany. Hamburg is said to have been founded by Charlemagne, in the eighth century. In modern days, it has been most celebrated as the scene of one of the most disastrous conflagrations known in the history of the world—that of May 1842, which destroyed nearly 200 streets and courts, and left houseless 20,000 people, with the result, however, of materially improving the plan and architecture of the city.

Hanover.

Reached most conveniently from Cologne, going north, or from Berlin, southward; or from Bremen.

HANOVER, on the river Leine, in Rhenish Prussia —formerly capital of the kingdom of the same name.

Has a palace, opera-house, arsenal, mint, valuable library, &c., and a considerable amount of manufactures—though offering few temptations to the tourist for more than passing notice.

Heidelberg.

Reached most conveniently from Mayence by Mannheim, or from Frankfort by Darmstadt.

HEIDELBERG (Grand Duchy of Baden), on the south bank of the Neckar (a confluent of the Rhine, running into it from the east), one of the handsomest towns in Germany, besides holding an almost unequalled reputation for the erudition of its very old University, and having a world of historical recollections connected with the Electors Palatine (who used to make their seat there), and the battles and sieges that have raged around it. The principal curiosities in the town (where a day should be spent if time allows) are the University; the Castle, a massive half-ruined structure, said to have been built as an Electoral residence in the fourteenth century, and especially noted for its extensive cellars and the celebrated "Heidelberg Tun" located there; the Church of the Holy Ghost, which has the odd peculiarity of being partitioned in the centre, so that Catholics and Protestants can hold service at the same time; the Church of St. Peter, where Jerome of Prague, the reformer, nailed his defiance to the Papacy; the fine views over the valley of the Neckar, from the terrace of the Castle; the very long and handsome principal street on which nearly the whole city seems to be built, etc.

Homburg.

Most conveniently reached from Frankfort, Mayence, Heidelberg or Baden.

HOMBURG, capital of the infinitesimal principality of Hesse Homburg, lying a few miles west of Heidelberg, beautifully situated among the Taunus Mountains, and dividing with Baden-Baden and Wiesbaden, the celebrity of mineral springs and baths, the beauty and past bad eminence of those too-pleasant resorts. It has, in degree, all the characteristics of those places, in scenery, buildings, society, and habits of visitors—fashionable and the reverse.

Innspruck.

Reached most conveniently from Munich, by rail, going southward; or across, eastward, from the Swiss Lake Constance, starting from *Bregenz*, by eilwagen (mail-diligence), with fine opportunities for seeing the grand scenery of the mountains separating Switzerland and the Tyrol, as well as the picturesque costumes of the peasantry of the latter country. (Profitably, it may be visited by one of the routes named, and returned from by the other.)

INNSPRUCK, capital of the Tyrol, splendidly situated on the river Inn, and almost completely hemmed in by mountains of great height. It has a wonderful variety of monuments in the Hofkirche, among the rest that of Maximilian I., one of the finest in Europe, that of the patriot Hofer, etc. The Imperial Palace, Museum, etc., and the old Castle of Ambras, are all worth visiting,—as also the scenes in the neighborhood where the Tyrolese won such bloody victories during the Napoleonic wars.

Leipsic.

Most conveniently reached from Cologne, going eastward; from Magdebourg, southward, or from Dresden, westward.

LEIPSIC (Saxony), one of the largest commercial towns of Germany, lying on the White Elster, 60 miles from Dresden. It has the old Palace and Council Hall of the Electors and Kings of Saxony; Church of St. Nicholas; celebrated University, very old, and with fine library and museum; and is the scene of one of Napoleon I's. worst defeats; but still more celebrated and interesting as the greatest book and publishing mart in the world.

Lindau.

Most conveniently reached from Munich, or Constance.

LINDAU, beautifully situated on the Lake of Constance, and called the "Venice of Germany"—with an old Tower of peculiar grace, much antiquity of general appearance, a fine enclosed harbor, and splendid views of the Bavarian and Swiss mountains.

Metz.

Most conveniently reached from Aix-la-Chapelle or Liege, going south; from Strasbourg, going west; or from Paris by Chalons, going east.

METZ, a strongly fortified town of Lorraine, on the river Meurthe; the most reliable eastern defence of France, until it surrendered, after a resistance unexpectedly brief, by Marshal Bazaine, to the Germans, on the 27th October, 1870—becoming (with

Lorraine) a part of the German Empire by the treaty of Feb., 1871. It has a historical interest running through all the Middle Ages and dating back nearly to the time of Charlemagne, with many old buildings of local note; and its fortifications, constructed by Vauban, were believed, before the Franco-Prussian war, to have rendered it impregnable.

Munich.

Most conveniently reached, going south from Dresden and Prague, or eastward from Baden-Baden and Stuttgard towards Vienna.

MUNICH, capital of the Kingdom of Bavaria, lying on the river Aar, and challenging all the other capitals of Europe for beauty, especially since the thousand costly improvements made by the late King Louis I. It has many fine public grounds and still finer public buildings, and rivals Paris, Rome and Madrid as a repository of art. The leading attractions are the Residenz, or Royal Palace, with state-apartments of great splendor, throne-room with noble historic bronze statues, fine pictures and frescoes; the Old Pinacothek, with one of the best collections of the Old Masters in the world; the New Pinacothek, with marvellous paintings on porcelain, and others modern; the Glyptothek, with antique statuary; Assembly House, with colossal bronze statue of Bavaria; Schwanthaler museum, with colossal models; Mariahilfkirche, with finest stained-glass windows in Europe; Church of St. Peter, with elaborate iron-work; Basilica, rare specimen of rich Moorish architecture; great Bronze Foundry, with

many American and other statues and models; house once occupied by Lola Montez; English Garden and other public resorts along the Isar; the Propyleon; Parliament House; Gates, &c.

Nuremberg.

Reached most conveniently from Munich, by Augsburg.

NUREMBERG, on the river Pegnitz—once one of the richest cities in Europe, now principally famous for its monopoly of the making of toys, and to Americans as the scene of another of Longfellow's finest poems, "Nuremberg," in which

"In the valley of the Pegnitz, where across broad meadow-lands,
Rise the blue Franconian Mountains, Nuremberg, the ancient, stands."

It is famous in the world of art as the birth-place of Albert Dürer, the painter and engraver, and for the many fine sculptures in the Churches of St. Lawrence, St. Sebald (which contains the tomb of Dürer); and additional attractions are found in the rock-throned Castle, dating back to the eleventh century, the Churchyard of St. John, with many interesting monuments, some of the finest antique houses in Europe, &c.

Prague.

Most conveniently reached, going southward from Dresden, or from Frankfort by Wurzburg, or going north from Munich.

PRAGUE, capital of Bohemia, lying on the river Moldau, and an old city of a thousand historical recollections, with many monuments worth rapid

notice. Interesting, too, in the history of the times of persecution, as the birth-place of Jerome of Prague, the Reformer—and as the seat of the oldest University in Germany.

Rotterdam.

Most conveniently reached by steamer from Harwich, Eng.; or by rail from Cologne.

ROTTERDAM, one of the most important commercial cities of the Netherlands (Holland), situated at near the confluence of the river Rotte with the Maas. It is remarkable for the canals intersecting the principal streets, planted with trees; for the immense dyke (bank) extending through the middle of the city and protecting the lower part of it from the sea; the Boompjes, a long and very fine quay, along the Maas; the Hoog Straat, or High Street, built on the embankment; the Cathedral Church of St. Laurence, with monuments to De Witt, and others; the bronze statue of Erasmus the Reformer (born here); the new Hotel de Ville, with library and fine paintings, and extensive manufactories, &c.

Spa.

Most conveniently reached from Liege.

SPA (properly in Belgium, though very near the frontier of Rhenish Prussia); one of the oldest of the watering-places of the Continent, and in many regards one of the most interesting. It lies among charming mountain scenery; has mineral springs of such eminence that they gave the generic name, "Spa," to all springs of the character; was cele-

brated as a resort before Baden-Baden and its rivals had any existence; was visited in 1717 by Peter the Great, of Russia, who resided there for some months and derived so much benefit from the waters that he built a pump-room and erected an inscription over the principal spring, the *Pouhon*. Spa is also distinguished for the manufacture of toys, in great variety, taste and excellence.

Spires.

Most conveniently reached from Mannheim.

SPIRES (German "Speyer"), lying near the Rhine, at the eastern edge of the Rhine Palatinate, a few miles south of Mannheim. It is known to have been once the residence of Julius Cæsar; and, during the Middle Ages, many of the German Emperors resided here. It has the remains of an old palace, in which the Diets were held; of a Cathedral, of much antiquity; and the place must always be interesting, from the fact that here that "protest" against Catholic usages was presented to the Emperor, giving rise to the name "Protestant."

Strasbourg.

Most conveniently reached from Baden-Baden, going south from the Rhine, or from Paris, proceeding eastward.

STRASBOURG, formerly one of the most important cities of France, which has held it for 200 years—though it and the province (Alsace) were formerly German. Surrendered to the German besiegers on the 28th of September, 1870, by General Uhrich,

after a long siege and determined defence, in which the city suffered severely, the fortifications were partially demolished, and the garrison and residents reduced to the verge of starvation. Became, with the province, German territory, by the treaty of February. Of course, under such circumstances, much of the picturesque interest and artistic beauty of the city are temporarily destroyed, and will demand years to restore them; but there will still remain enough, apart from curiosity to witness the effects of the siege, to attract and repay the visits of many thousands. Among the curiosities of the city, more or less damaged by the siege, but the most important of them not destroyed, are the following:

The Cathedral, or Münster, with the tallest spire in the world (said to be 475 feet above the ground), the steeple of such delicate tracery that it seems to be lace-work, and the immense building, the very body of which is higher than the other steeples of the city, a wilderness of fine sculpture, statues, bas-reliefs, rich Gothic taste and interminable labor. It is said to have been commenced in 1277 and finished in 1601. Within, the massiveness and height of its columns and arches are well matched by the splendor of its organ, pulpit and side-chapels; while its great

Astronomical Clock is well known as one of the world's wonders. That ingenious colossal structure winds only once in ninety-nine years; shows not only the apparent time but the astronomical, the eclipses and other celestial phenomena;

and at 12 noon, every day, the Cathedral is visited by hundreds to see the mechanical cock, which surmounts it, clap his wings, and hear him crow—and to see the Twelve Apostles make their circuit around the figure of the Saviour. Next to the Cathedral, in interest, is the

Church of St. Thomas, very old, containing the sarcophagus of Bishop Adeloque, died in 836; the splendid tomb of Marshal Saxe—one of the finest in Europe; and the ghastly but instructive embalmed bodies, in glass-covered coffins, of Count Nassau-Salberg and his daughter, of the sixteenth century; besides many other antiquities and curiosities.

In addition to these, Strasbourg contains many of the finest *Old Houses* in Europe (one, near the Cathedral, alleged to be 800 years old); has a *Public Library*, with a noble statue of Guttenberg in front; and the thousands of *Storks* (protected totem of the city) nesting upon the tops of the chimneys, have long attracted the admiring notice of travelers; while the city has also been famous for the perfection of that rich gastronomic manufacture, the *pate de fois gras*.

Vienna.

Reached most conveniently, going eastward from Munich; southward from Prague, on route from northern cities to Trieste or Venice over the Semmering Pass; or northward from Trieste or Venice, by the just-mentioned pass, on route to Dresden, Berlin, &c.

VIENNA, on the Danube, capital of the Austrian Empire, and one of the handsomest cities of Europe,

though far less powerful, as a capital and political centre, than it was before the commencement of those late revolutions which have freed Italy, concentrated Northern Germany, etc. It also held, during 1873, as many thousands of Americans remember from personal presence, and other thousands from voluminous report,—an exceptionally important position as the scene of the great International Exposition of that year, rivalling that of Paris in the extent and variety of the goods exhibited, excelling it in the size of the great building in the Prater, containing the collection, (which boasted a length of more than 3,000 feet, and a dome with more than twice the space of that of St. Peter's at Rome ;) but falling far short in the completeness of arrangements, the number of people from all nations visiting and residing there, and the general success of the exhibition. Americans have also—though many of their representative producers took prizes for the labor-saving and other inventions exhibited—painful cause to remember the difficulties surrounding the American Commission, the bickerings, jealousies, inefficiencies and suspensions, marring all opportunities and temporarily making the Western world a bye-word in the mouths of the Oriental peoples. In compensation, however, was the immense amount of additional American travel thus induced, and the consequent large increase of personal comparison and national information; and even more of compensation may possibly be found in the bitter and disgraceful lesson.

Historically, Vienna (German name *Wien*) may

be regarded as among the most notable of cities, it having been founded by the Romans, as "Vindobona," one of the stations of Upper Pannonia; afterwards capital of the Eastern province of the empire of Charlemagne; seat of the court of Hungary, 1484; and soon after, to this time, capital of Austria. It was besieged by the Turks in 1529 and 1683; its relief, on the latter occasion, by John Sobieski, King of Poland, literally saving Europe from the Turks, and being singularly repaid, within the last century, by Austria's share in the partition of Poland. It was taken by the French, under Napoleon, in 1806, and again in 1809; and, as a historical revenge, the Congress of Vienna, which literally destroyed Napoleon and for a time fixed the boundaries of the countries of Europe, was held here, November, 1814, to June, 1815. The city was held for a short time by the revolutionists, October, 1848; the treaty between Austria and Italy, which freed Lombardo-Venetia, was concluded here in 1866; and in the latter year, after the fatal defeat of the Austrians by the Prussians at Sadowa, it was threatened by the latter and was expected to fall into their hands.

Geographically and physically, Vienna lies on a fertile plain near the south or right bank of the Danube, at the junction with that river of the Wien and Alster. It does not lie upon the main channel of the river, however, but upon a narrower branch or canal, formed by the islands opposite; so that many visitors to the city, only seeing the Danube from it, fail to understand the magnitude of that stream.

Architecturally it has much merit, combined with great incongruity, the present Emperor having expended large sums, continually, to make it a rival of Paris. It is divided into the Old City and the New City, the former having a circumference of about three miles, and the latter, surrounding the other, a circumference of some fifteen or sixteen. The old or inner city was formerly surrounded by a line of fortifications, with twelve gates, of which only the Palace and Francis Joseph Gates now remain. Around the Old City, in the place of ditch and fortifications, now extends the *Bastei*, an elegant and popular drive and promenade. The most popular of the open-air resorts of the Austrian capital, however, is

The Prater, the great park or Bois de Boulogne of Vienna, lying northward of the city, on the island beyond the canal, displaying a large and fine natural forest with all the charms of modern landscape-gardening added, vieing with the most magnificent of its rivals of the same character, in extent and attraction, and this year supplying a special charm of its own in the presence of the Great Exposition Building, holding to it in an exaggerated degree the same relation held to Hyde Park by the London Crystal Palace of 1851, and to the Champs de Mars by the Paris building of 1867.

The *Augarten*, a less extended but more elaborate public ground, lies on the same island as the Prater to the westward. An even more popular resort, especially for the evening, is

The Volksgarten, with its Café, possibly the most

brilliant of its class in Europe, certainly unequalled in the variety and brilliancy of its attendance, and having the distinction of its concerts being usually conducted by the celebrated Strauss, with a band world-wide in its reputation, as well as of showing Austrian evening life to the visitor with full force and rapidity. Vienna has numerous other gardens for public resort; and more eclectic evening amusement will be found in the

Karnthnerthor Theatre, or Grand Opera House, one of the handsomest and best sustained in Europe; the Hof Theatre, attached to the court and supported by the government, for the performance of legitimate German drama; the Wien Theatre, largest in the city, with spectacular and equestrian tendencies; the Karl Theatre, with a specialty of farces, &c.

The Hofplatz is the largest of the public squares proper, of which there are no less than twenty—some of the most important of the others being the Hohemarkt, the Josephplatz, the Neumarkt, the Stephensplatz, the Burgplatz, &c., with the residences of the princely and other Austrian magnates to be found principally at and around the more ancient of them, and in the Herrengasse, the Wallnergasse, &c. Many of the handsomest shops in the city are to be found in the *Graben,* in the heart of the old town.

The Burg, or Imperial Palace of Austria, is an irregular building, dating and remodelled from the 13th century, and with no special beauty, except in the decorations of some of the apartments, which are

shown in the absence of the court. But a powerful interest centres in a building adjoining, the

Imperial Library, said to contain nearly four hundred thousand volumes, twenty to thirty thousand manuscripts, and over three hundred thousand engravings, forming one of the most extensive and valuable collections in the world. Perhaps still more interesting is the

Imperial Treasury, embraced in one of the wings of the Palace, and with a wondrously valuable collection of historical and legendary antiquities, among which may be named the hat, coat and sword of Godfrey of Bouillon, torn banners of the Crusaders, regalia of Charlemagne, Tamerlane's sabre, Wallenstein's talisman, many gems of great value, including the celebrated Burgundian diamond once belonging to Charles the Bold, the largest known emerald, etc. In connection with these should be mentioned the

Imperial Arsenal, containing extensive barracks, a very large collection of arms, ancient and modern, what is believed to be the best collection of armor in Europe, and curiosities not second to those already named—including the great chain made by the Turks to obstruct the Danube in 1529, the arms of the Duke of Marlborough, armor of John Sobieski, the green standard of Mohammed, taken at the Siege of Vienna by Sobieski, the elk-skin coat worn by Gustavus Adolphus at Lutzen, &c. The most imposing church in the city, and one of the noblest in the world, is

St. Stephen's Cathedral, of the 12th century, with

a splendid spire only second in height to that of Strasbourg (commanding a noble view), handsome Chapel of St. Catharine, sarcophagus of the Emperor Frederic; tomb of Prince Eugene of Savoy, and many other monuments and rich details of Gothic architecture. Among other principal churches are those of the *Augustines*, with one of Canova's great works in the pyramid-tomb of the Archduchess Christine, monuments of Leopold II. and others, silver urns with hearts of the royal family, etc.; the *Capucines*, with the royal vault (shown by torchlight) containing coffins of Maria Theresa, Joseph I. and II., Francis I., the Duke of Reichstadt, &c.; the Carmelites, St. Michael, St. Charles Borromeo, &c.

The Belvidere, Imperial Chateau, built by Prince Eugene, lies one and a half miles in the suburbs, and is one of the true glories of Vienna. It has magnificent Gardens, furnishing delightful promenades and separating the Upper and Lower Belvideres. In the Upper is shown a splendid collection of ancient and modern paintings, embracing the Italian, Flemish, German and Dutch Schools; while in the Lower is found the celebrated Ambras Collection of ancient arms, armor, curiosities and portraits. None of the curiosities, here, are equal to some of those before noted, but many of them are interesting, and the portraits of the dead great are invaluable.

Among other objects of interest at and about Vienna, for those enjoying sufficient leisure to pay them attention, may be mentioned the great ecclesiastical lodging or tenement houses, the Schot-

tenhof, Melkerhof, Trattnerhof, Freihaus, Rotheshaus, &c., wondrously spacious and skilfully contrived, and affording places of abode to more persons than are elsewhere gathered within any single walls in the world (one or two of them, 1,800 to 2,000 each!); the Schwanthaler bronze Fountain in the Freiung; some of the private galleries of the nobility; the Imperial Printing Office; the Ferdinandsbrucke (bridge) and quays along the Canal; the gatherings of the people at the popular resort, the Neukerchenfeld, or any others at which the Austrian waltzing (best in the world) can be seen; the Botanical Gardens; the Theresianum, school founded by Maria Theresa, for educating the children of the nobility; the Polytechnic Institute; and many other and minor attractions.

Of near excursions from Vienna, the most interesting is that, in the immediate environs, to

Schonbrunn, the favorite summer palace of the Emperor, with rich furniture, pictures, fine gardens, a beautiful fountain (the "Schone-Brunnen"—whence the name), and especial interest as having been occupied by Napoleon I. when in possession of the city, and as the scene of the later life, and death, of his son, the Duke of Reichstadt.

Saxenburg, at a short distance from Schonbrunn, has the favorite summer residence of Maria Theresa; fine gardens and park; a noble avenue connecting it with that palace; and the Ritterschloss, a castle, lake-surrounded, with an interesting collection of real and imitation mediæval antiquities. At the Emperor's Deer-Park, at *Hitteldorf*, may be seen an

immense collection of wild boars, numbering many hundreds and even some thousands. Longer excursions will be those to the

Warm Springs of Baden, reached in an hour's ride by railway, and with some peculiarities in the way of miscellaneous bathing, considered very amusing; also with the fine Palace of the Archduke Charles, Valley of Helmenthal, ruined castles of Kauhenstein, Kauheneck, &c., noted in the old robber-knight history of the section. Also to

Leopoldsberg and other interesting places in the neighborhood. Also

Up the Danube, by boat, to Durrenstein, Molk, the Strudel, Linz, &c., with much noble river-scenery and a world of legendary associations. Also

Down the Danube, by boat, to Presburg, to

Buda-Pesth, capital of Hungary, with picturesque location and many interesting historical associations; to Belgrade, so celebrated in both old history and romance; thence (time permitting) down the whole lower length of the river, to the Black Sea, and to Odessa, or to

Constantinople, for a glance at that Turkish capital, and return to Vienna by rail, or as the point of commencement of a short tour in the East. [See "Short Tours in the East."]

If intending to proceed southward from Vienna at the expiration of sojourn there, and those places not having been visited, a moderate excursion northward by rail during the sojourn, will afford views of Prague, capital of Bohemia, of Dresden and Berlin.

[See those places, in "Cities and Towns of Interest."]

It is also from Vienna (as elsewhere noted) that route is taken, over the Semmering Pass, to Trieste, on the Adriatic, to Venice and other Italian cities, for those who have reached the city from the northward and intend to proceed southward to the Mediterranean.

Weimar.

Reached most conveniently from Leipsic, by rail, by Weissenfels, on the way to Erfurt, Eisenach and Cassel.

Weimar, small but handsome old town on the small river Ilm; long called the "Athens of Germany," on account of the learned associations connected with it; and possessing an especial interest to the literary traveller, from the abode there of Goëthe (house still shown every Friday), and the resort there of Schiller, Herder, Wieland, and other writers, and many musical celebrities. The principal edifices for visit, are the Grand Ducal Palace, and the Stadt-Kirche; and in the New Church-Yard, in the suburbs, are to be seen the graves of Goëthe and Schiller. Napoleon's battle-field of Jena lies at a few miles distance, and near it is the celebrated University of the same name.

Wiesbaden.

Reached most conveniently from Coblence or Frankfort.

WIESBADEN, capital of the Grand Duchy of Nassau, of which the best idea may be given in saying that it is a miniature Baden-Baden; dividing with Hombourg past celebrity as a gambling-place; less select and more crowded in society; lacking the Black Forest hills which make one of the great charms of Baden, but supplying the deficiency with a charming little lake which forms the favorite pleasure-resort; with fine gardens, orchards and a beautiful situation generally. It has a Kursaal, of course, and all the gaieties of its greater rival, but is not worth so extended a study.

Worms.

Most conveniently reached from Mayence or Heidelberg.

WORMS, a city of Rhenish Prussia, south of Mayence and northwest of Heidelberg, has the distinction of being one of the very oldest cities of Europe, a city being known to have existed on the spot before the coming of the Romans. It has many antiquities of interest; and its ten-towered Dom, or Cathedral, is considered matchless as a specimen of Romanesque architecture. Many Diets of importance were held here—the most notable being that called by Maximilian I., in 1495, and that of 1521, before which Luther made his celebrated appearance and defence.

SHORT TRIPS IN SWITZERLAND.

Commencing the Swiss tour at the close of the German, the point of entrance into Switzerland will be at

BALE (Basle), on the Rhine, with rail branching thence eastward to Zurich and the Lake of that name, southward to Berne and Geneva, and westward to the French territory and Paris. Bale has some forty thousand inhabitants, and a thriving trade; presents the oddest bridge in the world—one side of stone and the other of wood; has rope-and-current ferries that no one should miss crossing, as a sensation; shows an old Cathedral with the ugliest sculptures on the habitable globe, but some other good buildings, and is worth seeing in default of anything better.

From Bale, those who have only the most limited time at command, will proceed direct to Berne (for a glimpse of the Bernese Oberland), or to Geneva. But, if time allows, the eastern detour should be made, and Schaffhausen, Constance and Zurich all taken on the way, reaching Berne *by way* of the Oberland instead of before it—as follows. Leave Bale for

SCHAFFHAUSEN (town, and capital of the Canton of that name), on the Rhine, with fine old walls, a citadel, a cathedral, etc.; and the

Falls of the Rhine, at Neuhausen, three miles distant; with some hundred feet of fall, the whole width of the Rhine, many features resembling Niagara, including even the necessary island in the centre, and the deserved reputation of one of the noblest cataracts in Europe, if not the first of all.

From Schaffhausen, by rail or boat, to

CONSTANCE (in Baden), lying on the south-west shore of the lake of the same name, and presenting peculiar interest, alike in the beauty of its location and the historical events associated with it. The greatest of its attractions are to be found in the Cathedral, founded in the second century, with a model of the Holy Sepulchre at Jerusalem, rich altar-pieces and furniture; the Council House, with museum of relics, and where (and in the Cathedral) the celebrated Council of Constance sat from 1414 to 1418; the natural-stone monument to John Huss and Jerome of Prague, on the spot where they were burned; Huss' Prison; the Church of the Holy Cross, at Greuzlingen (short ride), with hundreds of fine bronze figures, in the interior, conveying the whole history of Christ; the State House, with outer frescoes by Albert Durer, etc. To enjoy views on and from the broad and mountain-girded

Lake of Constance, boat should be taken (with or without detour to LINDAU—see that name, in "Cities and Places of Interest") to

Romanshorn, whence rail to

ZURICH, capital of the Canton of that name, on the Limmat, with very old walls, an arsenal with a fine collection of armor, a cathedral, Church of St.

Peter, university of eminence, the site (near) of one of the great victories over the Austrians, etc.; and

Lake of Zurich, one of the smallest, but among the most beautiful of Swiss lakes. Properly speaking it forms two lakes, the Upper and Lower, with a bridge-crossing between the two; and the rides by steamboat, among its exquisite water and mountain scenery, are likely to be long remembered by the visitor to "Fair Zurich's waters."

From Zurich by rail to

LUCERNE, at the northwest point of the lake of that name—one of the oldest and largest cities of Switzerland. It stands at the junction of the river Reuss with the Lake; is a Catholic city and capital of the Canton; has part of the old wall, formerly affording it defence, still surrounding it on the land side; and offers, as curiosities, the three bridges over the Reuss (all odd, and the Muhlenbrucke with the singular ornamentation of thirty-six pictures called the "Dance of Death")—the Arsenal, in which some interesting antiquities are preserved—among other things, flags taken at Lepanto under Don John of Austria—and the rare monument, called the "Lion of Lucerne," erected from Thorwaldsen's designs, in memory of the Swiss killed at Paris in defending Louis XVI., in 1792. Lucerne has also the charm of vieing with Geneva in loveliness of location.

Or, from Zurich to Lucerne, by boat on the Lake to Horgen; thence diligence to Zug; thence boat on the Lake of Zug to Arth; for

Ascent of the Rhigi, on horseback, from Arth;

and descent to Kussnacht, whence carriage to Lucerne. (If to spend the night at the Rhigi-Culm [top], for the *Sunrise*, which is the feature of the ascent, it is always wise to telegraph from Zurich, or from Arth, for rooms, especially during the brisk season, when there is often difficulty in finding accommodations for late-comers.)

Or, from Zurich to Lucerne, by boat on the Lake, to Richterschwyl; thence diligence to Einsiedeln, with its very old Convent and miraculous Black Virgin, visited by so many thousands—also once the abode of the reformer Zuinglius or Zwingle; thence same conveyance to Schwyz, capital of the Canton of the same name; to Arth, for ascent of the Rhigi and descent by Kussnacht to Lucerne, as preceding

[Most of the tide of travel, however, is now turning to the

Railway Ascent of the Rhigi. This takes place from

Viznau, on the shore of the Lake, reached by boat from Lucerne; and the ascent and descent, made by pushing instead of pulling the carriages, are both sufficiently rapid to allow of going up, enjoying the view, and returning to Lucerne the same evening, except when it is desired to remain a night for the sunrise. By this route is also reached, at half-distance,

Kaltbad, bathing-place and health-resort.]

Ascent of Mt. Pilatus is also made from Lucerne; more difficult than that of the Rhigi, but affording an even finer view from the summit, though less uniform. The

Lake of Lucerne, alternately called the Lake of the Four Cantons, is next to Geneva in size, of those of Switzerland; and it is regarded as quite the rival of Geneva in beauty. The green and fertile beauty of some portions of its borders, and the rugged mountainous grandeur of others, make a rare blending of the different elements of the picturesque. The southeastern portion becomes the Lake of the Canton Uri; and this, narrowing, and hemmed in by rugged mountains at the very edge, has a character of wild beauty peculiarly its own. Added to its natural attractions, is the knowledge that this locality was the scene of most of Tell's heroic exploits—his Chapel, still shown, down the lake, being one of the legendary relics of the deliverer.

[Those wishing to take the St. Gotthard Pass across the Alps to Italy, do so from Lucerne, taking boat down the Lake and the Lake of the Canton Uri, to Fluellen and Altorf—thence diligence. See "Across the Alps."]

Pursuing the route for the Bernese Oberland and thence to Geneva—leave Lucerne by boat to

Alpnach, a village at the southwestern end of the Lake, under the shadow of Mount Pilatus, where diligence is taken, by the small lakes of Sarnen and Lungern, over the

Brunig Pass (by Brunig-Kulm) to

Brienz, on the mountain-girt and exquisitely beautiful

Lake of Brienz, rivalling the Lake of the Canton Uri in its own character of beautiful wildness—and with one splendid feature (which may be visited by

stopping from the steamer, on the route, or afterwards from Interlaken),—the

Fall of Giessbach, making some thousand feet in four leaps from the top of the cliffs to the lake, amid trees and spanned by airy bridges, and without doubt one of the loveliest cataracts on the globe. A night spent at the hotel often supplies a great added charm in the *lighting of the Fall* (done every clear night).

From Giessbach (or from Brienz if no stop is made at Giessbach), by boat to

INTERLAKEN, "heart of the Bernese Oberland," as it has been called—a very handsome and very Swiss old town, lying on the Aar, with Unterseen, a small suburb, across the river, and the Junfrau (third highest of the Swiss mountains, and most beautiful of all) in full view from any one of the hotels that stud the principal street. Interlaken is famed for its shops for the sale of wood-carvings and other curiosities, and far more as the favorite resort of tourists who wish to combine magnificent scenery with tasteful quiet; and it may perhaps be considered match less, as a summer residence, in Switzerland. It has a Kursaal, used for dancing, music and reading; mountain views almost unequalled; and a multitude of fine walks, combined with the opportunity for excursions innumerable. Those which should certainly be made, at all hazards, are the following:

By three-horse carriage (for a party of four, five or six, easily made up), up the Valley of Grindelwald, to the

Glaciers of Grindelwald, running down to the

valley between the Eiger and Middenthal—with a walk (well wrapped) into the ice-caverns underlying it, and an ascent of one of them if desired. Thence around into the Valley of Lauterbrunnen, to the

Falls of Lauterbrunnen (Staubbach), a single thin sheet falling a sheer thousand feet; in the midst of perpendicular-cliff scenery of wonderful grandeur. This double excursion will occupy one day, and a highly interesting and memorable one; and let not the tourist forget to set some of the "Alpine horns" blowing along the road (for a small fee) and carry away the fine echoes among the mountains—or fail to listen when, late in the return, his attention is called by guide or driver to the ruined Castle of Unspunnen, where Byron is said to have laid the scene of his "Manfred."

[Those who have a little more time at command and do not object to a little more sharp climbing—may well take the Grindelwald excursion as enough for a single day, and blend with that to Lauterbrunnen the ascent of the

Wengern Alp, in the neighborhood but beyond, where the national wrestling-matches are held on a broad pasture at the top, on the first Sunday in August, and from which the best of all views of the whole range of the great Oberland Mountains, the Jungfrau, Monk, Breithorn, etc., and the whole valley of Lauterbrunnen, may be obtained.]

Among the walks around Interlaken, which should be taken if time allows, is that to the Jungfraublick, from which one of the finest of all views is caught (half-hour walk); the Heimwehfluh (three-quarter

hour), another magnificent view; the Hohbuhl (half hour); the ruins of Unspunnen (three-quarter hour), etc. Of rides, the finest remaining is that to the Schining Platte, from which the valleys of Lauterbrunnen and Grindelwald can both be seen at once.

From Interlaken diligence is taken for the brief ride to Newhaus; thence boat up the Aar and the Lake of Thun, with magnificent views of the Jungfrau, Monk, Eiger, Aarhorn, Finsteraarhorn, and other great peaks of the Oberland—to Scherlingen-Thun; thence rail to

BERNE, capital of Switzerland, lying on the rapid river Aar, with a specialty of "Bears," some 30,000 to 40,000 inhabitants, and much general interest. Among its features, noticeable even in a few hours' stay, are its splendid whole streets of arcaded shops (the Grand Rue especially notable); the marvellous amount of wood carvings kept for sale; the many old fountains; the Old and New Bridges over the Aar (the former said to be five or six hundred years old), and the railroad bridge (trellis), one of the highest in the world; and then of yet more important specialties,

The Cathedral, old and fine, with remarkably beautiful entrance, and grand organ, on which playing may be heard nearly every night during the summer, splendid statue of Rudolph von Erlach in front, etc.; the

Terrasse de Cathedral, a beautiful promenade, hanging very high over the Aar, with some interesting monuments; a tough story of a knight, who

once leaped down into the Aar on horseback and was not killed; and the most splendid of views, especially at early evening, of the Jungfrau, the Monk, the Eiger, and the whole white-crowned range of the Bernese Oberland. Then come the

Federal Palace (Congress Hall of Switzerland), and the

Fosse del Ours (bear-pit), lying beside the Aar, at the foot of the Grand Rue, with some noble specimens of the tribe of Bruin, who occasionally eat up a drunken traveller when he falls into their embraces.

Berne has also a mechanical clock worthy of notice, with a crowing cock and moving figures.

From Berne by rail, by

Freybourg (where many tourists lie over for a train to see the Cathedral, and hear the celebrated *Organ*—built by Aloys Moser without money or aid, and considered one of the grandest in the world. It is played at 12 M, and 8 P. M.)—also by Romont and

Lausanne, a very beautiful town, on the shore of the Lake of Geneva, famous as a residence and with some historical reminders—among others, of Gibbon and Voltaire—to Geneva.

GENEVA AND CHILLON.

GENEVA, charmingly situated, as already indicated, lies at the extreme southwestern point of the Lake of Geneva, otherwise known as Lake Leman. It stands on both sides the lake-foot, and of the Rhone, which here debouches from it. The views

from it are perhaps unequalled by those from any other city on the globe, the lake spreading away far to the north and east, the fine dark range of the Jura in full view to the north and west, and the nearer mountains of the southern side of the lake (called by Cooper, in the "Headsman," the "ramparts of Savoy") showing to the southeast, with Mt. Blanc and the other giants of the snow-range always visible in fine weather.

The city is very old, and has much historical interest, especially as connected with the wars of Savoy, and with John Calvin (who preached and resided here), and many of the events of the Reformation. It probably contains about 50,000 inhabitants, has many manufactures; and is celebrated, world-wide, for its construction of the popular Swiss watches. The most interesting of all its buildings is

The Cathedral (St. Pierre), built about 1050, a noble Gothic building, containing the tombs of Duke Henry de Rohan and the Comte d'Aubigny, French Protestant leaders under Louis XIII. and Henry IV.; and (under the pavement) of Cardinal Jean de Brognier, President of the Council of Constance, and other ecclesiastical celebrities; and the canopy of the pulpit (not the pulpit itself, as sometimes alleged) once filled by Calvin. The arches and stained glass, and the old presbyters' stalls, are very fine; and the echo of music or the voice is peculiarly notable Next in interest to the Cathedral, come the

Hôtel de Ville, and the *Arsenal*, in the latter of which the collection of arms is very choice. After these, the next are the

Musée Roth (a Museum), with a very fine collection of pictures and sculpture, and the

Musée Académique, with antiquities, geological collection and reading-room; and

Rousseau's House, near the latter. But quite as interesting as any of the buildings, after the Cathedral, are the

Bridges — the beautiful Pont des Bergues and Pont du Mont Blanc, spanning the river at the centre of the city, while from the former shoots out a little shaded island, of peculiar beauty, forming a favorite promenade, known as

Rousseau's Garden (Ile de J. J. Rousseau), so named from its having been a favorite resort of the author of "Abelard" and the "Confessions." The promenades along the quais, on both sides, are very delightful, with their views of the lake, the odd lateen-rigged schooners, the distant mountains, etc.; and especially delightful is the

Jardin Anglais (English Garden), overhanging the waters on the south side, where military concerts are given almost every evening during the summer. (It should be added, that nearly or quite all worth seeing in Geneva can be better seen on foot than with the cost of a cab or other conveyance.)

Whatever the other arrangements, one day should be spent (leaving Geneva at 8 A. M.), in taking steamer up the lake to Chillon, and return at early evening. This gives the most delightful of views of lake and mountains, passing, and stopping at many of them (all on the north side) — the charmingly situated shore-towns of Versoix Coppet, Nyon, Rolle, St

Prex, Morges, Ouchy (with Lausanne at a little distance behind), Lutry, Cully, Vevey and Montreux, until the landing is made at Veytaux-Chillon, and a few minutes' ride or walk (the latter easiest attainable) brings the tourist to the

CASTLE OF CHILLON, a fine old turreted chateau, more than half fortress, with round and square towers of very unequal heights, standing at the edge of the lake, near the extreme eastern end, overhung by frowning mountains. This was once a residence of the Dukes of Savoy, afterwards a prison, but owes nearly all its celebrity to Byron's having made it the scene of his affecting poem, the "Prisoner of Chillon."

The points best worth notice in this fine old pile are

The Drawbridge and Moat, where something may be learned of the uses and mode of operating those appendages, in the far past; the

Dungeons (*oubliettes*), part of them lying beneath the surface of the lake, and fearfully dismal; the

Great Audience Chamber, where the Dukes of Savoy gave audience, now occupied with arms and flags of the Helvetian Republic; the

Chapel, where the prayers must have been peculiar; then, *en suite*, the

Chamber of the Condemned, where the doomed passed their last night on cold stones; followed by the

Execution-Room, with a trap-door ready to slide the beheaded bodies into the lake, and so save trouble; and that succeeded by the last and most interesting of all,

Bonnivard's Prison, the scene of Byron's master-work,—with its "seven columns," the third bearing the name of "Byron," said to have been cut there by his own hand, and the fifth yet holding the massive chain and ring to which Bonnivard was fettered—its high, narrow-slitted windows, looking out over the lake (if they could only be reached) and all the suggestions of an age of cruelty not yet quite ended.

The return to Geneva is made by boat; and during the return-voyage, as in going up, if the weather is fine, there are many chances of seeing, once and again if not continually, Mt. Blanc, the "monarch of mountains," and some of his brother snow-capped giants.

EXCURSION FROM GENEVA TO CHAMOUNIX AND RETURN.

This (for such as do not arrange to cross the Alps to Italy, by either of the passes having access from this point, by Martigny) may be made doubly interesting by going by one route and returning by the other, as follows:

Connect the excursion with that from Geneva to Chillon, leaving out the return from the latter. Leave Geneva by boat for Chillon, as before designated, visit the Chateau, take the evening boat from Chillon to

Villeneuve, only a mile or two beyond, at the extreme eastern end of the Lake, where the Rhone empties into it. From Villeneuve (a town of some age but little consequence), by rail, to

Martigny, a very old town, dating back to the Roman times, and said then to have been the capital of a province; now principally of consequence as the place whence the Monks of St. Bernard draw their supplies for the Hospice, and the point whence the ascent of the Alps is commenced by the Simplon or Great St. Bernard Passes, besides dividing with Sallanches (on the other side) the travel to Chamounix. It lies at the bottom of the depression formed by the sloping down of the Great Alps (Mt. Blanc or "snow range") on the south, and the Bernese Alps on the north, and necessarily ends railway travel in that direction.

The route from Martigny may be made on foot, by good travellers, but much easier by mule, for those who ride better than they walk, or even as well. The leading points of interest (fully pointed out and explained by guides, whether the tourist is mounted or on foot) are Martigny-le-Bourg (where the little river Dranse is crossed), La Fontaine, Sarmieux, Chavans en Haut, to the

Col de la Forclaz, the summit of which may be ascended by those who wish a splendid view over the whole valley of the Rhone, but avoided by the leg-weary who need to husband their strength.

From the Col de la Forclaz the road descends, passing the small village of Orient, directly winding through the dark Forest of Magnin, reaching, after rising again by a tough climb, the

Col de Balme, boundary between Switzerland and Savoy, from two different stations, on the top of which, in fine weather, perhaps the finest mountain-

side view is obtained, in the world—the whole chain of Mt. Blanc being visible, from crown to foot, looking southward, with the Valley of Chamounix and the great Glaciers; and looking back northward, the Jungfrau, Finsteraarhorn and other giants of the Bernese Oberland being visible.

From the top of the Col de Balme the descent commences, in view of the river Arve, and passing a noted landmark, the

Homme de Pierre (Man of Stone), to Tour, a small village, with the Glacier de Tour near and in sight. Near Tour the little river Buisme is crossed; and half an hour brings the tourist to

Argentière, a mountain town of much beauty and some prominence, whence a carriage may be taken or the route finished on foot, to Chamounix.

(The ascent from Martigny to Chamounix may be made by a very different route—that known as the Tête Noire, the divergence being made not long before reaching the Col de la Forclaz, and some of the most startling passes in Switzerland accomplished, besides passing through the Roche Percée [Pierced Rock]; but by that route the view from the Col de Balme would be lost entirely, and the increased fatigue of the passage, in that direction, induces the much more frequent taking of the course just described, while those going *from Chamounix to Martigny* oftenest take the Tête Noire.)

Chamounix lies at the head of the Valley of the Arve, northward of Mt. Blanc and so near that the great mountain may be literally said to overshadow it—views of the monster and its chain being attain-

able from any quarter. It has nearly a dozen of hotels and some 2,500 inhabitants; and it supplies a marked attraction during all the "Alpine season," in the number of tourists and pleasure-seekers continually arriving, departing, setting out upon and returning from the many excursions to be made in the neighborhood.

It is from Chamounix that the ascents of Mt. Blanc are made; but this, of course, is out of the line of the short-trip tourist (as indeed of most *sensible people*), who will not be expected to spend about $200 (gold), peril life, and fatigue himself beyond a month's recovery, by any such climb. Looking *up* to a mountain, from the immediate foot, is generally preferable (after one knows both) to looking *down* from it; and Mt. Blanc and the Vale of Chamounix furnish no exception to the rule.

There are some excursions, however, which may and should be made, even by those who linger but a single day, while those who have several days at command (and who are consequently out of our purview) may easily learn more from the guides about more extended excursions, than could find any appropriate place here. This one day at Chamounix should be spent in ascending the

Montanvert (Green Mountain), an eminence on the east side of the valley, with some two to three hours' climb (two to descend), from which the most magnificent of views can be obtained not only of the great mountains of the chain, but of the Glaciers which fill all the higher gorges, called the *Mer de Glace* above and the *Glacier du Bois* below and al-

together some twelve miles long by 1½ to 4½ in width —the lower portion reaching down to the valley of Chamounix. This ascent should be made in the morning (always with a guide for whatever is to be done during the day), because then the rugged and difficult path is in shade and less fatiguing.

From the Montanvert it is usual (now, even for ladies, though they should only attempt it if in fair health and sure-footed) to

Cross the Mer de Glace to the Chapeau on the opposite side—a difficult ice-climb of half to three-quarters of an hour, which will generally be found quite "enough of glacier" for the moderate. The

Mauvais Pas (difficult steps)—steps hewn in the rock, not far from the Chapeau, is the most "pokerish" point. The view from

The Chapeau, a limestone precipice on the north-east side of the Glacier, is considered nearly equal to that from the Montanvert. Many pause here, for return; but those who have yet some strength and courage unexpended, will try the much more difficult scramble over the Glacier du Taléfre to

The Jardin, whence the views, so to speak, into the icy bowels of Mont Blanc can be better caught than elsewhere without ascending it. Of course provisions, as well as guides, require to be taken for the day; and of course the day is no "child's play," except to practised mountaineers. The return to Chamounix occupies some six hours. Return to Geneva, by light carriage to

Sallanches, with fine views from the bridge over the Aar; thence diligence, through a succession of grand scenery.

GENEVA TO NEUCHATEL.

From Geneva, either the Mont Cenis, the St. Bernard, or the Simplon routes may be taken, to Italy, and the Swiss tour proper thus terminated. Or, rail may be taken, from Geneva, along the Lake, by Bersigny, with views of the Jura chain on the left, to

Yverdon, handsome small town on the south end of the *Lake of Neuchatel*, with Cathedral, and the birth-place of the celebrated teacher, Pestalozzi; to

Grandson, also on the Lake, and scene (near the town) of the Battle of Grandson (Granson), in which the Swiss so terribly defeated Charles the Bold, of Burgundy; thence along the beautiful Lake, to

NEUCHATEL, capital of the Canton of that name, and one of the most interesting towns in Switzerland. It is picturesquely situated on the side of the Jura slope, with the lower part of the town touching the Lake; has near it the Castle, and the Temple de Haut, with fine monuments; the College, founded by Prof. Agassiz; the Palais Rougemont, with fine collection of pictures; the Challande Museum of Alpine animals; the Observatory; and other objects of interest. Excursions on the Lake may be made to advantage; also visits to the watchmaking establishments, in the city and at the great depots of Locle and Chaux-de-Fonds, in the neighborhood.

From Neuchatel to Bale, if going northward; or to Berne, for eastward. Or, Neuchatel may be taken from Berne, and this succession reversed, on the way to Geneva.

SHORT TRIPS IN FRANCE.

ROUTES TO PARIS.

With the majority of American travellers, the approach to Paris will be made by one of four routes from the Channel; from Brussels; from Strasbourg; from Bale; or from Geneva.

Route I. from the Channel—by Dover and Calais.

Crossing by this route, the first object of interest is

CALAIS, a very old town, celebrated throughout all the French and English wars, and of much interest, architectural as well as historical. Few readers but remember its long siege and capture by Edward III., in 1347, with the heroism of its defenders, the good advice of Sir Walter Manny, and the noble humanity of Queen Philippa; its long continuance in possession of the English; and its final surrender to the French, during the reign (1558) of Queen Mary, who alleged that "when she died, the name of Calais would be found engraven on her heart." The town and harbor are defended by very heavy fortifications; and there is much of interest in the very old gates, still remaining, and in many of the old houses.

From Calais by rail, over the *Pas de Calais*, to

BOULOGNE (Boulogne-sur-Mer), another fine old

town and seaport, almost the equal of Calais in interest. In history it dates back to the time of the Romans; but is especially interesting as the spot where the first Napoleon mustered his grand army, for the invasion of England, 1804, and where Napoleon III. made the first of his abortive attempts at obtaining power. Objects of especial interest, the Column of the Grand Army, on the hills, two miles distant; the Cathedral of Notre Dame; the very old Belfry (Beffroi); the two old Portes; fine Etablissement, near the beach, with gardens and music; extensive bathing-grounds; Piers for promenade, &c.

After Boulogne, the only other point of interest, by this route, is found (after passing Abbeville) at

AMIENS, a very old town on the Somme, with a Cathedral of note (seat of a bishop's see); a University, the Hotel de Ville, where the celebrated "Treaty of Amiens" was signed, giving temporary peace to Europe; a botanic garden, and many attractions to fill a brief visit. It is also notable as the birth-place of two persons of very different character and influence on the world—Peter the Hermit, the father of the Crusades, and Gabrielle d' Estrees, the beautiful mistress of Henry IV.

From Amiens, by Creil (the Crewe—railway engine depot—of Northern France) to Paris.

Route II. from the Channel—Folkestone and Boulogne.

Same features as by Route I, omitting Calais and commencing with Boulogne.

Route III. from the Channel—by Newhaven and Dieppe.

The first object of interest by this route, is the fine old town of

DIEPPE, port at which the English kings were in the habit of landing in their wars with France, and to which Sir William Wallace, the hero of Scotland, is said to have brought the pirate Longueville, after capturing him off the harbor. Some hours can be profitably spent here, in viewing the odd French houses; the old Chateau de Dieppe (Castle), on the hill to the west, said to have been founded by Charlemagne; the bathing-grounds, with their fine *Etablissement;* the splendid hotels, with their handsome gardens and lawns; some of the narrow streets, with very old houses; the ivory-carving-shops; the confined dock-basins; the handsome old churches of St. Jacques and St. Remi, etc.

If time suffices, a ride of a few miles, and return, will afford an excellent peep into mediæval history, in the magnificent ruined

Castle of Arques, once owned and occupied by Henry V. of England, and near which he won the battle of that name—as also near the same spot Henry IV. of France won the more celebrated battle of Ivry.

Away from Dieppe, the railway crosses one of the loveliest lines of Lower Normandy, with willowed water-courses, picturesque hills, valleys, chateaux and cottages, passing several fine old picturesque towns at right and left, and striking

the pleasant winding Seine but half an hour before stopping at

ROUEN, after Paris, unquestionably the most interesting city in France, from historical associations, architecture, and beauty of location. It lies on the north bank of the Seine; has extensive cotton-manufactories stretching along the river; and historically recalls (principally) Henry V., who besieged it for nearly a year—Joan of Arc, who was burned here—and the Regent Duke of Bedford, who burned her. In architecture and relics it is even richer; for the Cathedral and the Abbey Church of St. Ouen dispute with Notre Dame, at Paris, the claim of being the most magnificent of churches, while the great stained-glass windows of St. Ouen certainly excel either, and the monuments of the Cathedral include those of Rollo, first Duke of Normandy, Richard Cœur de Lion, Prince Henry, William Longsword, and many others; in the Place de la Pucelle is to be seen the spot where Joan of Arc was burned; in the Church of St. Gervais is remarked the spot where William the Conqueror died; in the Museum of Antiquities are to be found many relics of Norman history, of great interest; and in the Hotel de Ville is a collection of pictures of rare historical value.

From Rouen direct to Paris.

Route IV. from the Channel—by Southampton and Havre.

First point of interest, the first of French seaports, in

HAVRE (Le Havre—"the Harbor"), lying at the mouth of the Seine. It is heavily fortified, with a citadel and ramparts; has two fine cathedrals—Notre Dame and St. Francois; an arsenal; a fine harbor, with three immense basins; and divides with Marseilles the honor of being the most important commercial port, not only of France, but the Continent of Europe. In the way of absolute antiquities, Havre has no eminence, only dating back to the 16th century.

[Reached by steamers of the Compagnie Generale Transatlantique, direct from New York.]

From Havre, by Rouen, to Paris.

Brussels to Paris.

The most popular route from Brussels is by

MONS, a very old fortified town of Belgium, at the head of the canal communicating with the Scheldt; and with its chief interest in the Church of St. Wandra, of the 15th century; the very strong old Castle; and the extensive coal-mines in the neighborhood. From Mans to

VALENCIENNES, a French town of importance, on the Scheldt; with a citadel on an island in the river; a Town Hall with a very high and fine belfry; a museum, several churches, and a variety of manufactures, among which that of the celebrated "Valenciennes lace" is prominent. From Valenciennes to

DOUAI, a fortified town of France, chiefly remarkable for having given name to the "Douay (Catholic) Bible"—for its striking situation—for

its Hotel de Ville, with remarkable five-towered belfry—and for some of its picturesque old public and private buildings. From Douai to

ARRAS, a city of great age, on the Scarpe, fortified by Vauban, and very celebrated in manufactures —of which it gave name to one description of hangings: known as "arras." It has a fine military school; a very picturesque Hotel de Ville; and many old buildings surrounding the Grand Place and Place de la Hotel de Ville. From Arras to Amiens [see route from Calais], thence to Paris.

[Transit to Paris from Brussels may also be made by Mons, Hautmont, Landrecy, St. Quentin, and Compeigne; or from Liege by Namur, Charleroi, St. Quentin, etc.]

Strasbourg to Paris.

From Strasbourg, by Saverne, Sarrebourg and Luneville, to

NANCY, on the Meurthe, old capital and residence of the Dukes of Lorraine; a fine statue of one of whom stands in the Place Royale. Its old citadel is interesting; and it has many historical reminiscences of importance—among them, that of Charles the Bold, the great Duke of Burgundy, having been killed while besieging it in 1475. It has also a new importance from its connection with the late Franco-Prussian war, in which its siege bore a prominent part—as well as for its extensive and celebrated embroideries and other manufactures.

From Nancy, by Toul, Commerçy, Vitry-le-François, and Bar-le-Duc to

CHALONS-SUR-MARNE, on the river of the latter name; with a magnificent Cathedral, dating back to the 12th century; the Church of Notre Dame, still older; and much of interest in other buildings and situation. The late Emperor Napoleon III. had his camp of instruction for the army, near Chalons, at Mourmelon, every autumn; and the camp remains, beyond the empire.

From Chalons to

EPERNAY, in the middle of the champagne country, and celebrated for its wondrous stores of wine and its manufacture in the neighborhood; but with little other interest.

From Epernay the route may be pursued by Chateau-Thierry and Meaux, direct to Paris; or the branch road may be taken to

RHEIMS, another great wine-center and depot, with, additionally, a very fine old Cathedral, Church of St. Remi, and Gate of Mars, now closed for 300 years. Its history dates back to the commencement of the Christian era; and up to 1830, nearly all the French monarchs were consecrated in the Cathedral—in many regards the Westminster Abbey of France.

From Rheims direct to Paris or return route by Epernay.

Bale to Paris.

From Bale, over the great plain of the Rhine, within sight of the Black Forest, to

Mulhouse, on the Rhine and Rhone Canal—with large manufactures and many imposing modern

edifices, but no antiquities of consequence—by several minor stations, to

BELFORT, old frontier town of France, with very strong fortifications erected by Vauban, where the railway branches on the left to Besançon and Lyons, and on the right to Strasbourg.

After Belfort, passing many small towns and stations of secondary importance, among them Langres and Bar-sur-Aube, the next point of interest to the tourist is

TROYES, the old capital of Champagne, on the Seine, with an antiquity reaching back to the Romans; the very fine old Cathedral of St. Pierre; the fine churches of St. John, St. Pantaleon, St. Urbaine and St. Madeleine; the Hotel de Ville, of the 17th century, with a splendid hall, many notable statues, etc.; the museum, etc. It was here that the treaty was concluded, in 1420, conferring the succession to the crown of France on Henry V. of England, after the battle of Agincourt and following victories.

Troyes, by Nangis, etc., direct to Paris.

Geneva to Paris.

From Geneva, along the Jura range, by Bellegarde (line between Switzerland and France), down the Valley of the Rhone, over pokerish bridges above the river foaming below, and through tunnels of miles long (the Tunnel de Credo and the Valserine Viaduct being among the most notable features of a line of railway engineering not often equalled) amid scenery of the first variety and grandeur, to

Culoz, point of intersection of the line for St. Michel, and the Mt. Cenis route to Italy; to

Amberieux, point of intersection of the road from Geneva to Lyons; and to

Bourg, point of intersection of the line from Strasbourg to Lyons; with the fine old church of Notre Dame de Bourg; a handsome promenade; and within a few minutes' walk of the celebrated old Church of Brou, containing the fine monuments of Margaret of Bourbon, Philibert le Beau, and Margaret of Austria. From Bourg to

MACON, on the river Saône, famous for its wines, and well worthy of a brief pause—to see its little "Champs Elysées," where the people amuse themselves in the evening, *a la* Paris; its singular romanesque Cathedral of St. Vincent; its odd old streets, fountain and market; its odder people, handsome modern church, river with boats running down to Lyons, etc.

Macon, by Chalons-sur-Saône, to

DIJON, the old capital of the Dukedom of Burgundy, and ducal residence until the death of Charles the Bold. The old palace, now the Hotel de Ville, has much interest; and in the museum attached will be found the monuments of Philip the Hardy, John the Fearless, his wife Margaret, and others. Besides these, there are worth noting the Cathedral of St. Benigne, and the churches of Notre Dame and St. Michael, the Chateau-fort, and some of the finest *renaissance* architecture in Europe, scattered throughout the city.

From Dijon by Tonnerre, Joigny, Sens, Mon-

tereau (junction of the Seine and the Yonne, with the celebrated Bridge of Montereau, where John the Fearless, Duke of Burgundy, was assassinated by orders of the Dauphin, in 1419), Fontainebleau and Melun to Paris.

GENEVA OR PARIS TO LYONS, AVIGNON, MARSEILLES, NICE, MONACO, MENTONE, ETC.

Lyons should be visited, if possible, from Macon, Amberieux or Bourg, on the route between Geneva and Paris, or *vice versa*. [See "Geneva to Paris," in this paper.]

From Paris direct, it will either be reached by the same route as if going to Geneva, so far as Macon—or southward from Orleans, by Bourges, Nevers, Moulins, and Roanne. Or it may be taken in a short detour from Geneva, in the way to St. Michel, for the Mt. Cenis crossing to Italy.

LYONS, splendidly situated at near the junction of the Rhone and Saone, and on a peninsula between the two rivers. It is the second city in France, in population, and perhaps the first in manufactures, employing in the silk, ribbon, and velvet manufactures alone some 100,000 persons, besides thousands in gold and silver laces, chemicals, etc. It is heavily fortified, the lines of circumvallation extending some 13 miles; has, in the Place Bellecours, the largest public square in Europe; and has many fine quays and no less than 20 bridges crossing the two rivers; while its picturesque appearance is materially added to by the gardens and vineyards surrounding it. The Hotel de Ville is called the

finest on the continent; besides which may be named the Hotel Dieu, the Palace of Fine Arts, the church of St. Jean, the mint, National College, etc.

From Lyons, due southward, by Valence and other stations, to

AVIGNON, a very old town on the Rhone, of much historical interest, and the residence of the Popes from 1329 to 1377. Among the buildings best worthy of attention, are the ancient Papal Palace, the Cathedral, and the Hotel de Ville; though there are, besides, many scientific and educational establishments, a museum of antiquities, library, botanic garden, etc.

From Avignon, by Arles, to

MARSEILLES, on the Gulf of Lyons (Mediterranean), the chief port of France on that sea, and one of its most important in any location. Perhaps no city in Europe, after London and Paris, presents so many absolute points of interest—the variety being materially added to by the fact that the old town is very dirty and picturesque, the new very clean and bright-looking; while all nations, tongues and peoples seem to be always assembled in the busy streets. Of architectural curiosities, the principal is the Hotel de Ville; though much of interest will be found in the citadel, forts St. Jean and St. Nicholas, and the Chateau d'If (the latter standing in the sea, defending the roads, and the scene of the long imprisonment of Dantes, in "Monte Cristo"). It is also interesting to note a harbor capable of containing 1,700 vessels, into which only one vessel can enter at a time! Commercially, its trade in

oils, wines, human hair (of which trade it is the center) etc., is immense; historically, it is known to have been founded by the Phenicians, 2,500 years ago; and on the *Canabiere*, the great exchange promenade, may be seen the greatest variety of people in the world, while in its Jews' quarter may be found the sublime of squalor and misery.

[From Marseilles visit may be made to *Toulon*, French naval depot in the Mediterranean; or departure may be made for Egypt, the East, or India; for Malta; for Genoa, Leghorn or other Italian ports; or for any of the Mediterranean ports of Spain.]

Also from Marseilles rail may be pursued (by Toulon) to

Cannes, delightfully situated on the bay of the same name, celebrated for the landing there of Napoleon on his return from Elba, for the salubrity of its atmosphere, and for the location near it of the Island of St. Marguerite, where the "Man in the Iron Mask" had his long confinement, and where Marshal Bazaine lately found his temporary incarceration. Thence, on by rail to

NICE, (Italian "Nizza"), one of the society-capitals of the South, and long celebrated for the healthfulness of its climate (as an escape from northern winter), and for its many attractions as a residence. It lies sheltered from the northern winds by a spur of the Alps; is divided into three quarters, the Old Town, the Harbor, and the Quartier de la Croix; has a public garden, an English promenade, (displaying the most varied society in Europe); a

marble cross commemorating the visit of Pope Paul III. in 1538, to reconcile Francis I. of France and the Emperor Charles V.; houses where Marshal Massena and the Italian patriot Garibaldi were born; and many other objects of interest; while the notable residences surrounding are numerous.

From Nice by steamer, or by the *Corniche Road*, overlooking the Gulf of Genoa, and one of the most picturesque drives on the globe, to

MONACO, capital of the old princedom (called kingdom, and jestingly spoken of as the "smallest kingdom in the world") of the same name, very delightful as a residence, and now coming into additional celebrity, as to some extent taking the place of Baden-Baden as the central resort for fashionable gambling. It has a noble Bath House, with fine bathing; a Casino, open all the year round; and very varied and interesting society, combined from the town and the residences in the neighborhood. Many charming excursions may be made from it, to different points of the beautiful coast of the Gulf.

From Monaco, (continuing by diligence on the Corniche Road, or by rail,) to

MENTONE, now vieing with even Nice as a place of winter residence, claiming to have still a softer and more equable climate than the older resort; with much beauty in location, and many appearances of antiquity; with the specialty of the growth of the lemon tree and the production of that fruit in perfection unknown elsewhere; and with (like the other places named) continual increase of winter visiting and residence, and of handsome villas.

From Mentone, pursuing route eastward (either by Corniche Road or by rail) will be reached

Ventimiglia, also celebrated as a place of healthful resort, with much fine Riviera scenery in the neighborhood; then

St. Remo, for which the claims as to healthfulness, and as to pleasant residence combined with exceptional quiet, bid fair to make it a successful rival to either of the others named.

From St. Remo route may be pursued (by either of the modes of conveyance before named) on to

GENOA, for any projected tour in Italy, or for any embarkation thence that may be desired.

PARIS TO ORLEANS, BLOIS, TOURS, POITIERS, ANGOULEME, BORDEAUX, ETC.

Direct from Paris to

ORLEANS, one of the oldest as well as one of the most interesting cities of France, lying on the right bank of the Loire. Historically, it is of great importance, having been founded by the Roman Marcus Aurelius, and borne part in many of the troubled fortunes of France, before its share in the late struggle. It was destroyed by Julius Cæsar; was the first capital of Burgundy, when a kingdom; was besieged for six months by the English, in 1428, until relieved by Joan of Arc, who derived thence her name of the "Maid of Orleans;" and saw, at various periods, no less than eleven of the Great Councils of the Roman Church; besides giving the name of Duke, for centuries, to one of the royal princes of France. It has a handsome old Cathedral, a college, public

library, and other public buildings of interest—and many manufactories. From Orleans to

BLOIS, also on the right bank of the Loire, beautifully situated, and chief town of the department. Its chief attraction (though it has other antiquities) lies in the *Chateau*, which was successively a residence of Louis XII., Francis I., Henry III., Catherine and Marie de Medicis, and other royal personages, of whom there remain many interesting relics, making it second to none of the feudal chateaux of France, in attraction to the tourist. On a height, at no great distance, should also be visited the old *Chateau of Chaumont*, at one time the residence of Catherine de Medicis, and connected otherwise with old French history.

From Blois to the station of *Limeray*, whence may be reached, in a short distance,

Amboise, and the old *Chateau* of the same name, only second to that of Blois in interest, having been built in the 15th century, and not only afforded residence to many royal and noble personages, but witnessed the sending out of the "Conjuration of Amboise," which brought about the Massacre of St. Bartholomew, and afterwards become the abode of Abdel Kader, the Algerian Emir, during his captivity.

From Limeray, by several unimportant stations, to *St. Pierre-des-Corps*, whence special train to

TOURS, another old town of Roman foundation, and long associated with the history of France, but now brought into especial prominence as having been the seat of the French Government dur-

ing a part of the late siege of Paris. It is beautifully situated in a fertile plain on the left bank of the Loire, with a beautiful bridge spanning that river and leading to the Rue Royale and principal promenades. It has a fine old gothic Cathedral, built by Henry V. of France, after the treaty of Troyes; an Episcopal palace, Hotel de Ville, many other buildings of interest, and important manufactures. Some curious grottoes, called the *gouttieres*, are to be visited in the immediate neighborhood.

From Tours may be easily visited *Saumur*, CHINON, and the old town and

Abbey of Fontevrault, place of burial of many of the English Norman kings — among others Henry II. (with his queen), Richard Cœur de Lion, and John Lackland. This old Abbey, though lately used as a prison, is scarcely second to any other spot in France, in interest.

From Tours, also, may be reached, by rail,

Chatelherault, on the Vienne, with its extensive manufactures of arms and cutlery; and, beyond,

POITIERS, fine old town on the Clain, formerly in possession of the Dukes of Normandy, and attached to the crown of England, and the scene of the great victory of Poitiers, gained in 1356 by the English Edward, the Black Prince, over John, King of France, with the capture of the latter and his imprisonment in England. It has an old castle, a university, and many other buildings of interest; and it derives a certain additional celebrity, from having been the birth-place of the beautiful Diana of Poitiers.

From Poitiers may be most easily reached,

ANGOULEME, on the Charente, very old town, formerly capital of the province of that name; with a Cathedral and other buildings of interest, and a historical celebrity as having been the birthplace of Margaret of Valois, Balzac, and Montalembert; and, a few stations beyond,

BORDEAUX, on the left bank of the Garonne, a town founded by the Romans; long one of the most important commercial cities of France, centre of the great wine and oil trade of the southwest; and additionally notable, as having been the capital during the later portion of the late siege of Paris. Though at some sixty miles from the sea, Bordeaux has a really wonderful basin-harbor, with great depth of water, and its commerce is world-wide. It has many modern buildings worth notice (principally in educational and commercial way), though but few relics of antiquity, in spite of its great age.

[From Bordeaux, by La Teste, may be conveniently taken the course to Bayonne, and thence into Spain.]

PARIS TO CHARTRES, LE MANS, ANGERS AND NANTES.

Paris, by St. Cyr, *Epernon* (with the old chateau of Madame de Maintenon), to

CHARTRES, chief town of Eure-et-Loire, with an old gothic double-towered Cathedral, in which St. Bernard preached the second crusade, and considered one of the finest in France—the building itself of the 13th century, and the crypt of the 12th;

a great corn-market, every Saturday, in the Place Marceau; a fine monument to General Marceau (born here); reminiscences of "Dunois the Brave," who took it from the English, etc.

From Chartres, by several unimportant stations, and that of *Nogent-le-Rotrou* (with an old chateau, once belonging to the great duke of Sully), to

LE MANS, on the Sarthe, still partially enclosed by the old Roman walls; fine old Cathedral of St. Julien, containing among other tombs, those of Berengaria, Queen of Richard Cœur de Lion, and Charles IV. of Anjou; Hotel de Ville, public library, etc. From Le Mans by several unimportant stations, to

ANGERS, chief town of the department of Maine-et-Loire, and old capital of the duchy (quasi kingdom) of Anjou, lying near the junction of the Mayenne and the Sarthe. It is chiefly interesting from its reminders of Rene of Anjou, the troubadour-king of Provençe, whose Chateau, an imposing edifice of the 13th century, stands on the river bank to the westward, with a ditch and seventeen round towers, with a fine statue of Rene, by David, near it. Angers long bore the unenviable distinction of being called the "*ville noire*," (black city) from its dingy appearance, which has, however, been materially relieved by the transformation of the ramparts into boulevards.

The route may be extended, if time allows, from Angers to

NANTES, at the head of the Loire estuary—the fourth seaport of France, only 30 miles from the

sea; so old that its foundation is known to have been before the coming of the Romans, though now a modern-looking city, with many bridges crossing the different river-branches; with its most marked building the Cathedral of St. Pierre, large promenade of the Cours St. Pierre et St. Andre, with statues of Anne of Bretagny, the Constables Du Guesclin and Clisson, etc. Beyond Nantes may be also visited

ST. NAZAIRE, at the mouth of the Loire, one of the most important seaports of France, with immense basins, heavy shipping trade, and mail steamers to the Mediterranean, the West Indies, etc.

PARIS TO CAEN AND CHERBOURG.

Paris to

EVREUX, chief town of the department of the Eure, with a curious old Cathedral, a museum, and a certain amount of manufactures; thence by Bonneville to

LISIEUX, manufacturing town, with the very pretty gothic church of St. Pierre. Whence branch line may be taken, by Pont L'Eveque, to

TROUVILLE, on the coast, a few miles southwest of Havre, at the mouth of the Touques, on the Channel—for some years past the rival of Dieppe as a place of fashionable sea-bathing, and at present among the most popular of coast-resorts.

From Lisieux, by Mesnil-Mauger, Moult Argences, etc., to

CAEN, a fine old town, capital of a department, on the Orne—very picturesque in location and appearance, and with many antiquities of great

interest. The Abbey-Church of St. Stephen, built by William the Conqueror, in the 11th century, and containing his tomb and that of his Queen, is considered one of the finest memorials of that age; and the church of St. Pierre, in the midst of the city, built in the 14th century, is only less interesting. That of St. Jean, of the same period, but unfinished, is also a curiosity; and the Chateau, on rising ground, near St. Pierre, also built by the Conqueror, commands corresponding attention; while St. Trinite, or the Abbey of Dames, is considered a rival of St. Stephen. The Place Royale has a statue of Louis XIV.; and the Hotel de Ville possesses a picture-gallery of merit. Caen was for a long time in possession of the English, in the 12th and 13th centuries.

From Caen, by *Bayeux* (with an oddly-handsome Cathedral, and celebrated for its ancient manufactures of the famous Bayeux tapestry), Valognes, and other stations, to

CHERBOURG, a fortified city of the first class, on the Channel, opposite the Isle of Wight. The principal attraction is found in the military port and commercial basins—considered among the finest in the world, and worthy of extended study by all lovers of the arts of defence. There are also a maritime prefecture and commercial college, and a colossal equestrian statue of Napoleon I., in bronze—lately erected.

AT AND ABOUT PARIS.

It is scarcely necessary to say that the changes at and about Paris, during the past few years, and caused by the Franco-Prussian war, have been many and important. Many objects of art have been destroyed; others damaged; still others carried away. Architecturally, the loss has been very severe, in the destruction of the Palace of the Tuileries, the Hotel de Ville, the Palace of the Legion of Honor, some part of the Louvre, the most splendid portion of the Palais Royal (that supplying residence to Prince Napoleon), the Porte St. Martin and some of the other leading theatres, the Column in the Place Vendome, and the mutilation of many of the statues, fountains and other features of the Place de la Concorde and other favorite resorts of the traveller. The damage has been even more pronounced, in the suburbs, in the injury to the Bois de Boulogne, the forest of Vincennes, and other demesnes; the destruction of St. Cloud and partially of Sevres; and the comparative desolation of many of the charming semi-rural quarters and villages.

In spite of all this, however, and the withdrawal of those attractive features connected with an Imperial Court, Paris remains one of the leading attractions of Europe, to be visited by all or nearly all who visit the Old World, from the New. In this view, most of the directions and suggestions of previous issues of this work, are retained in the present, with only such alterations as may prevent misleading, disappointment and waste of time. Mean-

while, the body of better-informed travelers are gradually becoming aware of undue comparative prominence usually given to Paris, and the corresponding neglect shown to too many objects of great interest, in other parts of France; and they will duly appreciate the extensive additions to routes through different sections, embraced in the present issue, as an antidote to any lack or disappointment at the capital.

More guide-books, works of description, and would-be aids to the traveler, have been written about Paris than any other city on the globe—more, even, than about London, which is saying much. Most of them confuse the hurried reader by attempting too much; nearly all of them bewilder the hurried traveler, by supposing that he has four times the length of days or hours really at his disposal, and setting him at the impracticable. This error will not be reached in the present instance: all that will be attempted will be merely to indicate, in the briefest manner, a few of the most notable of the notable things of the "world's capital" (as Frenchmen and Franco-maniacs delight to call it), and some order of time and mode for seeing them to the best advantage.

For a long stay, of course, lodgings would be desirable; for a few days, some hotel is by far preferable, and there is plenty of choice. If very deficient in French, unaccompanied, and able to meet the small additional expense—the tourist would do quite as well to take an English-and-French-speaking *valet*

de place (obtainable at any hotel, by inquiring at the office) for the most important of his sight-seeings. With such a guide, cab-hire will be a little reduced, as different objects of interest may be visited with less expenditure of time and "leg-weariness," through the valet's knowledge of "cross-cuts," in the latter of which Paris even excels Boston.

The *valet de place* out of the question, however, the cab recurs. The cab-system of Paris is very nearly or quite as excellent as that of London; and a cab for one or two persons (sometimes for three) can be obtained at 1½ to 2½ francs the course (any distance inside the fortifications), or 2 to 4 francs the hour, when many stoppages are to be made. The cab should accordingly be used freely, and the expense will be nearly saved in boot-leather and quite in health and temper, especially as Paris is sultry in midsummer.

(First Day.)—Devote half the day on foot, if accompanied or guided (distances being short), to

The Seine (river) its *Quays* and *Bridges*. The first is very small, muddy, and historically interesting; the second are very high, massive, and worth study for the sake of their cost, the charming walks and drives along them, the arrangements for getting down to the docks below, the baths along their sides, etc.; and the third are very numerous, handsome and durable, spanning the river at all points in front of the city, as well as from the Ile de la Cité (City Island), and the Ile St. Louis, lying above it. The next half day, and in immediate connection, may well be devoted to

The Palace of the Tuileries—now only ruins; the building itself, of great extent and many historical associations, also the late Imperial residence, having been destroyed by fire during the brief possession of Paris by the Communal authorities, in the spring of 1871. It will probably be rebuilt, at an early day, and again occupied as the official residence. Also to the

Gardens of the Tuileries, extended and beautifully-shaded grounds lying immediately in front of the Palace, with statuary of rare merit, fountains, etc., supplying one of the favorite promenades to Parisians of all classes and ages, and especially to children with their nurses. Next to the

Place de la Concorde, connecting the gardens with the Champs Elysées. An open space, with fountains and fine statuary (damaged), and with the great red-granite Obelisk of Luxor in the midst, brought from Thebes in Egypt at immense expense, and standing on the very spot where during the early part of the Reign of Terror stood the guillotine on which perished Louis XVI., his sister, Marie Antoinette, and twenty-eight hundred others. Next into the

Champs Elysées (Elysian Fields), adjoining the Place de la Concorde on the west, the great home pleasure-ground of Paris, covering some forty acres, bordering on the Seine and extending to the Arc d'Etoile at the extreme western point. Magnificently shaded; laid out with walks; cut through its whole length by the Avenue des Champs Elysées, through which all the aristocratic carriages drive, every after-

noon, going to or returning from the Bois de Boulogne; full of arrangements for out-of-door amusements, and studded at every turn with *cafés chantantes* (singing coffee-houses), cafés for refreshment, etc.; and with thousands of chairs, kept for cheap hire by the hour, in which the tourist can sit when tired and see the procession of fashion and oddity roll by. Before leaving the Champs, a glimpse should be caught of the Elysée Napoléon, an old palace, once the Elysée Bourbon, at the north side, where Napoleon signed his abdication, while the whole building has had an intimate connection with French history. Return towards the centre of the city, if boarding there, as supposed, by the

Place Vendome, where stood the magnificent spirally-wreathed Column of that name, commemorating the victories of the First Napoleon, and thrown down by the Commune, spring of 1871. The shaft is being reconstructed. Also to

The Madeleine, one of the handsomest churches in Paris or the world—pure Grecian, with surrounding of splendid columns, and statues in niches, outside; and with elaborate architecture, marvellously rich altars and altar-services, and some *chefs d'œuvres* in painting and sculpture, over the altars and employed as altar-pieces. At no other of the Parisian churches, either, can better views be caught of the uniformed and sworded vergers connected with the churches, who seem a cross between a police-officer and a major-general. The evening of this day may well be spent in catching a first glimpse by gaslight of some portions of

The Boulevards, very wide tree-bordered streets commencing at the Madeleine on the west, and running, with different names, across and around the principal portions of Paris, to the Place de la Bastille at the east. They are lined, throughout, with shops, brilliant with articles for sale; with open cafés for refreshments within or on the side-walk; and no spectacle in the world is more brilliant than that presented on the Boulevards Italiens, des Capucines, Montmartre, etc., every evening from dusk till midnight, all nations, dresses, languages, and characters mingling in splendid confusion and forming one of the most attractive features of Paris.

(SECOND DAY.)—This day a cab should be taken, by the hour, as the distances to be made are much greater. The first visit may well be paid to the outside and inside of

The Bourse, the great stock-exchange of Paris, France, and half Europe, a splendid colonnaded building, with a magnificent and very large galleried hall within, surrounded by the names of the chief cities of France, where stock operations are carried on. (If a spare hour should chance to allow, a second visit here, at noon or a little later, would be well repaid by hearing what Frenchmen on 'Change *can* do in the way of gabbling and gesticulating.) From the Bourse to the

Palais Royal, once a royal palace, but all the part occupied as a residence by Prince Napoleon, the gardens, etc., burned and destroyed during the Communal occupation, leaving only that portion employed by the numerous shops and restaurants, the

latter including the celebrated "Trois Frères Provencaux," "Verys" and other well-known and costly habitats of luxury. Passing towards the Ile de la Cité, be sure to look out for and note, in passing, the

Tour St. Jacques (Tower of St. James), a splendid Gothic tower of great height and beauty; the very old and ugly, but peculiar

Church of St. Germain l' Auxerrois, from which tolled out, if we are to believe historical records, the tocsin for the awful Massacre of St. Bartholomew; and to visit the

Church of St. Roch, on the still-standing steps of which took place one of the bloodiest fights of the Revolution (that of the 13th Vendémiaire); while the church has the distinction of giving the best music in Paris, of possessing much internal beauty and splendor, and of showing many fine pictures, among others a "St. Roch, Preaching," by Ary Scheffer, with the most wonderful of golden lights shed on it through the stained glass above.

The Church of St. Eustache, where a common courtesan was once enthroned in the place of God, should also be seen; and near it, the

Halles Centrales, or Central Market of Paris, with its extent and peculiarities. So much done, it is well to cross to the

Ile de la Cité, noticing, on going over the bridge, the round, pointed-capped towers, studding the water's edge at the right side of the island, of

The Conciergerie, the terrible prison in which Marie Antoinette was confined before her execution.

and from which so many hundreds of victims went forth to the guillotine, during the Reign of Terror. The unfortunate Queen's room may still be seen, within, by those who have time to visit it; and on the lower end of the same island, are the

Palace of Justice, a fine old building, with many historical reminiscences, and the Police Administration of the City, and at the upper

The Morgue, the celebrated dead-house in which the bodies of people "found drowned" are exhibited for identification. But the principal attraction to the Ile de la Cité is found in the magnificent

Notre Dame, one of the architectural glories of Paris and the world—with two immense square towers, wonderful architectural effects in the portals and whole elaborate front, and some of the finest Gothic arches in Europe in the vast interior. Notre Dame has, in addition, a wealth of stained-glass windows of rare size and excellence; some splendid side-chapels; a magnificent High Altar, at which Napoleon and Josephine were crowned; and the additional celebrity of being the spot round which (see the novel for explanations—published in English under the title of the "Hunchback of Notre Dame") Victor Hugo wove his great novel, "Notre Dame de Paris." It is, perhaps, the most impressive ecclesiastical object in Paris, and scarcely excelled in Europe in either grandeur or historical association. (At the door of Notre Dame is the place for making arrangements for carriage to Versailles—as there is a specialty of the master of those excursions always keeping in readiness for any day and hour

ing an agent there for that purpose. Inquire for Mons. Dulorin.)

Crossing back to the north side of the Seine, from the Ile de la Cité, a visit should at once be paid to the

Hotel de Ville, (City Hall) on the river-bank, opposite the island—now only ruins, having been burned by the Communists at the same time with the Tuileries (1871), but formerly the municipal palace of Paris, with splendid apartments, fine pictures, and many appointments quite equal to those of any palace on the globe; as well as the scene of many memorable revolutionary and festive events. Immediately in front is the

Place de la Hôtel de Ville, now merely an open space, but formerly the Place de Grêve, where the great body of the executions by the guillotine took place during the Reign of Terror, and where it is estimated that not less than thirty thousand persons fell by that colossal "chopping-knife." It is almost impossible, even now, to look upon it without a shudder and a suspicion that the ground must still remain soaked with blood.

From the Hôtel de Ville the ride is a brief one, through the Faubourg St. Antoine—what is known as peculiarly the "dangerous quarter" of Paris, to the place where the Bastille stood and was destroyed. During this ride, a few moments may be well spent in stopping at some one of the numerous poor-looking wine-shops, for some excuse, to observe the places where the dangerous "Jacquerie" met at and before the Revolution—well described by Dickens in his

"Tale of Two Cities." This section of Paris is very old and squalid-looking, and is not the place for night-rambles, however efficient the police. This brings us, however, to the

Place de la Bastille, the spot where stood the great fortress of oppression, where it was torn down with such threatening demonstrations in 1789, and where now stands the

Column of July, a tall and very handsome fluted column, crowned with a figure of Mercury, and erected in honor of those who fell in the street-fights of the Revolution of 1830, when Charles X. was driven from the throne.

Beyond the Place de la Bastille, at no very great distance, the tourist passes between the two buildings of the great criminal prison of La Roquette, handsomely built, like fortresses, and in the court-yard of which most of the executions by the guillotine, of the past years, have taken place. Beyond, very soon, all appearances indicate the approach to a great cemetery, especially in the number of cheap and tawdry articles for the decoration of graves, kept for sale on either hand. Then comes the gateway of

Pere la Chaise, the great cemetery of Paris, and renowned throughout the world for the vast number of its distinguished dead. As a cemetery, and compared with American grounds of the same character, it is a humbug and a swindle, having little or nothing of the beauty of either Greenwood, Mount Auburn or Laurel Hill, and not to be mentioned beside Glasnevin Cemetery, at Dublin. Carriages are not allowed to enter; and half to three-quarters

of an hour's walk is quite sufficient to observe its street-rows of square tombs, with streets between them; its occasional spots of well-shaded beauty; the miserable shabbiness of its poor-quarter (at the back), huddled together, with wooden crosses and cheap wreaths; its little chapel on the top of the eminence, with altar and religious statues within, and a fine view of Paris from in front of it; and the tombs of Marshal Ney and a few others, with the splendid chapel-tomb of Abelard and Héloise, one of the pilgrimages of the cemetery, lying not far from the lower right-hand corner, taking the point of view from the entrance.

This round, with the direct drive back to the place of lodging, may well have filled the day pretty closely; but there may still remain spirit and wish for an evening ride to the Champs Elysées, to see its night-beauty of lights and breadth of gayety, to sup at some one of its many cafés, and perhaps to spend an hour of the earlier evening at the

Alcazar d'Eté, one of the most noted of the open-air concert establishments, where good singing is a certainty, and a later hour, or two, at the

Jardin Mabille, an exquisitely wooded and shrubberied circle, flashing with lights and supplying dancing-music all the evening, lying on the Avenue Montaigne, at the Rond Point and in the immediate vicinity of the Avenue des Champs Elysées—where the gayer varieties of Parisian life may be witnessed by those so inclined, and where the *cancan* may be enjoyed in what the Parisians (and some of the Americans) consider its "purity."

(THIRD DAY.)—Cab again, across to the south side of the Seine, to the

Hôtel Cluny, site of the old Roman Palais des Thermes, part of the walls of which yet remain, while the Hotel itself contains a very interesting collection of antiquities (among other things the celebrated *ivory-lock*, which "must be seen to be appreciated"), chapel where James V. of Scotland was married, etc. Thence up the Seine, by the range of quais bordering the river, to the

Champ de Mars, for a long time the great parade-ground of Paris, full of historical recollections of the Revolution and the First Napoleon, with the splendid and extensive buildings of the Ecole Impérial Militaire bounding it at the end opposite to the river. In the centre of this, as many thousand Americans fortunately know from recollection, stood the Great Exposition Palace of 1867, while the whole Champ was turned into a magnificent park, filled with floral and arboricultural treasures and the buildings of all nations. Within sight of the Champ de Mars, to the left and behind, diagonally, comes the great point of interest of the day, the

Hôtel des Invalides, an immense structure for military hospital purposes, built by Louis XIV., afterward taken up by Napoleon, and still used for that noble end. The principal points of interest to be visited are the Officers' and Soldiers' Refectories, with their scarred veterans, odd arrangements, old pictures of Louis XIV.'s battles, etc.; the picture-galleries, with much trash, but some valuable kingly reminiscences; the Chapel, where the rotting battle-

flags, from the Oriflamme of St. Louis to those taken at Sebastopol, hang and moulder; and the Domed Church, commonly spoken of as

"*The Dome of the Invalides*," at the opposite extremity of the entrance, and entered separately from without, in a sunken space within the floor of which, in a green marble sarcophagus, surrounded by his mouldering battle-flags, and weeping figures in marble, lies the body of the First Napoleon. The Church is very beautiful within; and the High Altar and the light shed upon it are peculiarly fine; while handsome monuments to Joseph Bonaparte, Turenne, Vauban, etc., are to be seen, besides a few of the veterans of the First Empire.

While on this side of the Seine, should be visited, too, the

Artesian Well of Grenelle, lying near the Invalides;

The Panthéon, largest of the churches of Paris, and one of the finest, with magnificent side-chapels (especially that of St. Geneviève, with its gilded screen); burial of Voltaire, Rousseau, Mirabeau, Marshal Lannes, Bougainville and many others, in the vault below; and noble inscription over the front (in French): "To the Great Men Remembered by their Country." Then comes the

Church of St. Etienne du Mont, near the Pantheon, very beautiful within, and especially noted for its splendid spiral stairway, unique in architecture, and some of its exquisite side-chapels. Glimpses may also be caught of St. Sulpice and other churches; and a visit should be paid to the neighboring

Palace of the Luxembourg, one of the largest and finest of the royal reminders, with its splendid collection of pictures and antiquities; and on the return homeward, corresponding glimpses may be caught, on the Seine bank, of the

Corps Legislatif, or Congress Hall of France, and many other public buildings, certain to be called to attention by guide or driver.

A third evening has now been found for any theatre or opera-house that may be chosen.

(FOURTH DAY.)—Take open carriage (weather allowing, as generally in Paris at midsummer), for Versailles by Sèvres. (Twelve to twenty francs per person—two-and-a-half to four dollars gold—will easily supply an excellent conveyance for the day, with guide, coachman, and fees paid.) The drive will be through the Champs Elysées, by the Avenue, to the end at the extreme height, where stands the

Arc d'Etoile, a magnificent sculptured arch, the largest in Europe, erected by Napoleon to commemorate his victories of 1805, and only slightly damaged during the late siege. The ascent to the top of the Arc, which commands the finest of views over Paris, is a matter of time, taste, and *legs*. It is a better thing to say one has done, than to do. Beyond the Arc, and driving down the Avenue de l'Impératrice, by the Porte Dauphine, is almost immediately entered

The Bois de Boulogne, a splendid wood, once and a quarter the size of the New York Central Park, with unlimited expense lavished on its walks and drives; with two beautiful lakes (Lac Supérieure

and Lac Inférieure), for pleasure-boating; a cascade at the extremity, of peculiar artificial grace (the Cascade de Longchamps); the celebrated race-course of Longchamps in full view at the farther extremity; and all the peculiarities going to make up the handsomest pleasure-ground in Europe—though nothing finer, nor so fine, in bridges or other erections, as the Central Park will be when it has age and tree-growth. This splendid wood was of course materially damaged, by the cutting down of many of the fine trees, and other inevitable destructions, during the siege of Paris by the Germans, 1870. But it still ranks, and must always rank, as one of the first of its class in the world; and may be profitably again ridden through, on return, at early evening, to see its concourse of carriage riders, equestrians and promenaders.

Not far beyond the Bois de Boulogne the Seine is crossed, with a view of

St. Cloud (lately an imperial residence of great splendor—now ruins); and not far beyond comes

Sèvres, a small town, of which the only attraction is the celebrated manufactory of porcelains—this and the town, materially damaged by operations connected with the late siege, and needing years to recover prosperity. A few miles further, to

VERSAILLES, palace and park, considered one of the wonders of the world, even among royal residences. Built by Louis XIV., and ever since more or less constantly occupied as one of the favorite residences of the ruler. Among the curiosities to be seen here, are the

Great Picture-Galleries of the palace, filled with rare and valuable works in painting, sculpture and antiquities (the rooms said to measure some eight miles in extent); the

Napoleon and Josephine Rooms, with the beds, chairs, tables, and many other memorials of both; the

Trianon, with sedan-chairs and other memorials of Madame de Maintenon; the

Fountain of Latona, and other fountains in immense profusion—considered among the finest in the world; the

Gardens and Flower-Walks, likewise considered unequalled; the

Park, of wondrous extent and breadth of shade, with its culmination in the "Tapis Vert," voted as the finest avenue of shade and sward in Europe, and with Louis XV.'s "Petit Trianon" hidden away at some distance from the palace and nearer grounds. (Fountains play, Sunday afternoons.)

[The long occupation of Versailles by the Germans, and its since being retained by the republican government as the virtual capital—have of course made some material changes in the arrangements at the Palace, and prevented a little of that freedom of visit and conduct before so freely accorded. The most interesting of the objects will still remain on view, however; and there cannot be any difficulty in ascertaining, on the spot, all the particulars necessary, at once to secure the fullest enjoyment possible, and to avoid treading in the slightest degree upon doubtful ground.]

(FIFTH DAY.)—Visit, at some six miles from Paris (by cab), the

Cathedral Church of St. Denis, in the old town of the same name, where the French kings have been buried, ever since the time of Dagobert, and where many interesting monuments and memorials of them can be found, though the revolutionary mob tore open their coffins and threw the bones into ditches, in '93, to have them restored with difficulty (!) in 1816. The Cathedral is itself very fine in architecture, with some of the best stained glass in France; and the vaults may be visited by those ambitious of royal mould and damp. This excursion and return need not occupy more than half a day. The remainder of the day (before or after) may be profitably employed in visiting either the Conservatory of Arts and Measures; the Mint (Hotel de Monnaies); the Gobelin Tapestry Manufactory; the Jardin des Plantes; the School of Fine Arts; or the Museum of Artillery.

(SIXTH DAY.)—This day will of course be devoted to

The Louvre—palace and great national museum, a part of it burned during the occupation of Paris by the Commune; but many of the halls remaining, and most of the great pictures (comprising one of the finest collections in the world) preserved, with many other curiosities. Open every day except Monday, 10 to 4, and requiring at least the whole day.

(SEVENTH DAY.)—This (or part of one of the other days, if the whole week is impossible) may be profitably employed in an excursion, by the Lyons Railway (two hours *en route*) to

FONTAINEBLEAU, fine old Palace and Park, with many interesting reminders of Henry IV, who made it his favorite residence; of Gabrielle d' Estrees, his beautiful favorite; of Christina, Queen of Sweden, who resided here and had her secretary, Monaldeschi, here assassinated; of Louis XIV, who here signed the Revocation of the Edict of Nantes; of the Great Condé, who died here; of Napoleon I who was here divorced from Josephine; of Pope Pius VII, who was here detained a prisoner by Napoleon; of Charles IV, King of Spain, also detained here a prisoner by Napoleon; and of many others.

Of the Palace, the most interesting rooms are the Gallery of Henry II, with crests of that monarch and Diana of Poitiers; the Gallery of Francis I, in oak with fine sculptures and frescoes; the several Apartments of the Queen-Mothers, with magnificent Gobelin tapestry; the Gallery of Columns, formerly the great dining-room; the Throne Room; the Little Apartments of Marie Louise, &c. Scarcely less interesting are the Great Court, called the Court of Adieux, from the fact that Napoleon here took leave of his Old Guard; and the Etang, or pond, filled with the finest carp and with a handsome pavilion in the center. Also will be visited (carriage necessary for the drive through it) the very large and noble old *Forest of Fontainebleau*, one of the finest royal domains in Europe, having the immense extent of 40,000 acres, and some fine views, especially that from Fort de l'Empereur; while its historical and legendary interest is notable.

Also may be visited, by those making longer sojourn, and by the railway of the same name,

St. Germain, old royal residence, with many regal reminders, and the place of exile of the English King James II., and his descendants; and

Vincennes, chateau and park (the latter materially damaged during the late war), lying at a short distance east of the city, and reached by a fine avenue from the Barriere du Trone.

Two or three additional facts, of interest to the visitor to Paris, should be mentioned. Some of the buildings which most positively require to be entered, are only open on certain days, and the succession of days here marked out may sometimes require to be changed accordingly, though with proper arrangement the order of any one day will not need to be so changed. (See paper "London and Paris Guide.") Among the special novelties of Paris is the

New Grand Opera House, one of the finest if not the finest in the world, immensely costly in construction, lately completed, and opened for operatic purposes, with imposing ceremonies, on Tuesday evening, January 5, 1875.

As to theatre-going: Grand Opera, Monday, Wednesday and Friday evenings; Opera Comique, every evening, (including Sunday); theatres Français, Italiens, Lyrique, Gymnase, Varieties, Chatelet, Ambigu Comique, Porte St. Martin, Palais-Royal, Gaité, Odeon, Vaudeville, Bouffes-Parisiens, Folies Dramatiques, Dejazet, &c., every evening (including Sunday.) Hours of performance varying from 7 to 7.30 and 8 o'clock.

ACROSS THE ALPS TO ITALY.

Few persons, even of the traveled world, who have not occasion to collate them, have any idea of the number of "passes" through and over the Alps in the Southern or Italian direction. Altogether, they number nearly twenty; but half that number are only foot-paths or mule-tracks; and of the remainder, not all can be traversed with safety and any approach to comfort. These superior and available passes may be briefly grouped as follows, with their points of starting, destinations, and modes of conveyance. The point of view, in all cases, is that of proceeding *to* Italy; and it will be easily understood that (1) for the sake of the widest possible variety of scenery and experience, return *from* Italy should always be made, when at all practicable, by some different route from that traversed in going; and that (2) in such return, any one of the routes here briefly outlined will simply require to be read in reverse.

[On all the routes where the "diligence" (stage-coach) is named, such vehicles are continually and daily running, throughout the traveling season—say from 1st June to 20th August; and reasonably close connections are made by them, with the railway and other conveyances leading up to their starting-points. But a variety of facts need to be especially noted, with reference to this mode of convey-

ance and others similar. (1) The best seats for views of the stupendous mountain glories of most of the routes, are of course the outside—top, or beside the driver; but (2) not all the heads of travelers are cool and clear enough to endure with entire equanimity the looking down of sharp precipices from almost the very edge, made inevitable by such an outside seat at considerable height above the ground; so that (3) those who have any doubt of their nerve, or know it to be bad, should sacrifice some of the scenery-opportunities to the avoidance of nervous shocks, by taking seat on the inside. (4) When time will allow, the chances for scenery enjoyment are so great during the daylight, and so completely lost at night, that it is policy to make the whole of any one of the crossings during daylight hours, even at the expense of lying-over for one night at whatever stopping-place or half-way house is established on the way. (5) Only very robust persons can depend upon crossing any one of the passes entirely on foot; but (6) those who are reasonably young, in good health and training, can make any one of them, with one or two days longer of time, without serious difficulty or over-fatigue, and with advantage in the way of true mountain-enjoyment and the best opportunities for observing the scenery. (8) For such pedestrianizing, guides are advisable, even on the plainest routes, especially if there is any deficiency in knowledge of the languages to be encountered; and (9) thick-soled shoes, stout sticks, and wrappers to be carried on the arm or strapped on the back, are absolutely necessary. (10) If cross-

ing by diligence, frequent alightings from the vehicle are practicable, and even advisable, when particular passes are to be examined, and especially in ascending, when the speed of the vehicle cannot possibly be so great as that of an active foot-passenger. (11) Far better than the diligence, for those who can afford a trifling additional expense, is the private carriage, almost always to be found at the great points of departure (Martigny, Coire, Fluellen, Innspruck, etc., on the northern side; and Colico, Bellinzona, Aosta, Arona, etc., on the Italian), and almost always to be hired for the crossing, at no ruinous rate for two, three or four persons, owing to the fact that so many of them have made the opposite crossing with passengers and are kept waiting for return-fares. With such a conveyance, much more freedom can be enjoyed, in the way of walking or riding at will; and, those carriages all having moveable tops and being hung low, the full scenery-enjoyment can be taken from them, without the height in the air being unpleasant to the most nervous. (12) If crossing by private carriage, it is highly desirable that some one of the party should understand and speak the language spoken by the driver (who acts as guide and scenery-explainer, and almost always speaks Italian, French or German—seldom English.) (13) For riding, on any of the routes, thick wrappers are necessary to be carried, for the mountain-tops and colder passes; and (14) a few sandwiches and a bottle of light wine, as well as a bottle of water, are often found desirable portions of the luggage.]

I. GREAT ST. BERNARD PASS AND ROUTE.

This route is entered upon, at Martigny, from Geneva. Diligence, or carriage, with led mules attached, to the Cantine de Proz. Thence mules (or on foot, for the robust) to the Hospice; and thence on to St. Remy. From St. Remy, diligence or carriage, again, to Aosta, Italy, with quick communi cation to Turin.

The principal points of interest, on this route, are the passage up from Martigny, through the Valley of the Dranse, to Bovernier; fine old castle at Sembranchier; very fine view, at Orsieres, of the snow-peak of Mt. Velan; entrance, at Liddes, into the wild Forest of St. Pierre; St. Pierre Mont Joux, with fine waterfalls and terrible gorges, and interesting as the worst point of Napoleon's "Crossing of the Alps," May 1800; *Cantine de Proz,* end of the carriage-road and commencement of the foot or bridle-path; broad pastures of the Plan de Proz; very wild Defilé de Marengo; crossing of the Dranse by the Bridge of Nudri; and the Vallée des Morts (Valley of the Dead), leading up to the

Hospice of St. Bernard, most notable place of mountain shelter in all the Alps, having been built especially for the succour and shelter of travellers, and stood for three hundred years. It is here that the celebrated Dogs of St. Bernard are kept, for the rescue of those perishing in the snow; and some 18,000 to 20,000 travellers are annually accommodated, without charge, but with the expectation that *all the liberal, who pass a night or receive refresh-*

ment here, will assist the benevolence. The Hospice is interesting; so are the self-sacrificing Monks; so are the Dogs. Besides are to be seen the Morgue, or dead-house, where the dead are kept undecayed for years; the monument to Genl. Dessaix, in the chapel, erected by Napoleon; and many other surroundings of interest.

After leaving the Hospice, the principal points of attention are the Lake, and the pillar near it, marking the division between Switzerland and Italy; the green pasture of the Hospice cattle, called La Vacherie; *St. Remy*, with recommencement of the carriage-road; the villages of St. Oyen, Etroubles, and Gignod, the latter in a strong defile, at the opening of the Val de Pellina, with path over the glacier-pass of the Col de Colon; Signaye, with views commencing over the Italian vineyards, and wonderful views, behind, of Monte Rosa at the right or eastward, Mont Blanc at the left or westward; then *Aosta* (English "Augusta"), built and named after himself by Augustus, before the birth of Christ —magnificent heavy fortifications and walls remaining, and with a Triumphal Arch, Double Gate, Town Hall, Cathedral with frescoes, Church of St. Ours, etc., worth what passing notice can be withdrawn from the natural aspects surrounding it. From Aosta by diligence to Ivrea; thence by rail to TURIN, etc. See "Short Trips in Italy."

II. ST. GOTTHARD PASS AND ROUTE.

Reached from Lucerne, by boat down the Lake, and down the Lake of the Canton Uri, to Fluellen.

Thence diligence or carriage or (at Altorf, reached from Fluellen by carriage) to Bellinzona, Italy, with near communication to MILAN.

Principal points of interest on this route,

Altorf, capital of the Canton Uri, a pleasant little town of about 3,000 inhabitants, with particular interest as the scene where Gesler is believed to have commanded, and Tell shot the apple from the head of his son, though that distinction is disputed by Kussnacht, at the other or upper end of Lucerne, near the Rhigi. The most interesting objects it contains, are a splendid modern colossal Statue of Tell, with an inscription from Schiller; the Fountain, where the target-tree is alleged to have stood; the old Tower, with Tell frescoes; the very old Capucin Monastery, with the Bannwald or Sacred Grove of Schiller behind it, etc. Leaving Altorf, ascent through the magnificently wild Valley of the Reuss, by Botzlingen, Klus, Silinen, Amstag, Iatschi, Wasen; the Devil's Bridge, with wild pass and fine fall; the Urner Loch Tunnel, and rock-hemmed Valley of Uri, to

Andermatt, the principal town of the Valley and section, with a very old church; the charnel-house adjoining corniced with skulls; some fine views, and a splendid collection of minerals on sale. Andermatt is also the travelling-centre of the section, from which tourists draw their supplies and make their forays in every direction. Beyond Andermatt, view of the Glacier of St. Anna; Hospenthal; Upper Valley of the Reuss; sharp ascent to the Pass of St. Gotthard, and the *Hospice*, with accommodation

for travelers, and fine dogs. Beyond the Hospice, crossing of the Ticino, and rock monument commemorating the Russian Victory over the French, 1799; the dismal Val de Tremolo (Vale of Terror), with many timber protections against avalanches; the valley and village of Airolo; the Canaria Valley, with wonderful geological specimens; the terrible Defile of Stalvedro, held by 600 French against 3,000 Russians, in 1799; along the Ticino, by Piotto, Dazio Grande, Faido, etc.; through the beautiful Valley of Leventina; to Giornico and the Fall of Cremusina; Bodio, Pollegio (junction of the Ticino and the Brenno) Osogna, etc., to

Bellinzona, capital of the Canton of Tessin, with lofty walls and turrets and a most picturesque appearance on approach, and with three remarkable Castles ("Il Grande," "Il Mezzo," and "Il Corbe") worthy of examination, and a fine bridge over the Ticino. Bellinzona by diligence to Como (Lake of Como), and rail to MILAN. See ("Short Trips in Italy.")

III. SIMPLON ROAD AND ROUTE.

Reached from Geneva and Martigny, by railway to

Sion, a town of some 5,000 inhabitants, capital of the Canton Valais, on the Sionne; crowned by two castles and with some fine ruins in the neighborhood; also with a handsome Cathedral and church of St. Theodule, and environs of peculiar beauty. At Sion diligence is taken for

Brieg, at the immediate foot of the mountains (celebrated by Dickens and Wilkie Collins in "No Thoroughfare"). At Brieg (or if preferred, at Sion)

diligence or carriage is taken for the whole route to Arona, on Lake Maggiore, Italy. The whole road, thence, is picturesque, and a continual reminder of the engineering determination of Napoleon, who constructed it for military purposes, 1800-7. It has many fine passes, and views of peaks and glaciers, though inferior to both those before traced. Its principal point of interest is found at the *Culm and Hospice*, with entertainment, and much fine scenery surrounding it; the beautiful Val d'Ossola; *Domo d'Ossola*, a handsome and celebrated little Italian town; Vogogna, Ornavasso, Fariolo, Baveno, etc., to

Arona, on Lago Maggiore, handsome and pleasant little town, much visited by excursionists, and with the colossal statue of St. Charles Borromeo near it. From Arona by rail to MILAN. (See "Short Trips in Italy.")

IV. SPLUGEN PASS AND ROUTE.

Reached from Zurich, by rail along the Lakes of Zurich and Wallenstadt, the Linth Valley and River, the Valley of Glarus, Valley of the Rhine, etc.,—by Rapperschwyl, Sargans and Ragatz, to

COIRE, picturesque mountain-girded old town of the Canton of the Grisons, with fine old castles near, a pleasant valley surrounding, and much charm in general location. At Coire, diligence or private carriage is taken, over the Splugnerberg to Colico on Lake Como, Italy, or by the St. Bernardino Pass to Bellinzona, on Lake Maggiore. Principal points on this route, which is considered one of the most

magnificent in all Switzerland—Ems; Reichenau, with an old Chateau of the same name, once occupied by Louis Phillippe, when a fugitive; the Valley of the Rhine, and that of the Nolla opening into it, with wonderful snow peaks on every hand; the picturesquely-located village of

Thusis, at the entrance of the Via Mala, with stupendous scenery, very old castles overhanging it, and many pleasing features (place of stoppage for the night, for those making all-daylight crossing); the *Via Mala*, five miles in length of a rock-cleft considered unequalled in the world for wild grandeur, especially at the First Bridge and the Lost Gulf; the mountain villages of Zillis and Andeer; the Gorge of Rofla, with cascades of the Rhine; the great snow-fields of the Einshorn and noble panorama of the Rheinwaldthal; the large mountain town of

Splugen, picturesque in location, great posting-centre, and point of separation of the two routes over the Splugen and St. Bernardino passes. Beyond Splugen, ascent of the Splugnerberg, with wonderful views; Cantonniere or house-of-shelter at top, with great snow-fields surrounding; stone marking the division between Switzerland and Italy; Dogana (custom-house); descent, through covered galleries and by numerous zig-zags, of the awfully-grand

Pass of the Cardinelle (splendid Fall of the Madesimo, at Pianazzo); by Campo Dolcino, to *Chiavenna*. Chiavenna, still by diligence or carriage along shores of Lake da Riva and Lake Como, to *Colico*,

small town on the Lake. Colico, by boat to *Como*, handsome large town on the Lake, with Cathedral and many attractions. Omnibus to Camerlata; rail to MILAN. (See "Short Trips in Itlay.")

V. ST. BERNARDINO PASS AND ROUTE.

From Zurich, by Coire, to Splugen, as by the Splugen route proper. At Splugen divergence is made, by diligence or carriage, by the village of Hinter Rhein; by the Casa' di Rifugio and the small Lake of Moesola, near it, at the summit; along the little river Moesola, flowing out of the Lake; by the village of St. Bernardino, with fine views, and a waterfall; along sharp zig-zags, with views over the Valley of Mesocco; by the village and fine old ruined Castle of Mesocco; Soazzo, with the cascade of the Buffalora near it; by Cama; Grono, with the massive tower of Florentina; Roveredo; Lumino; joining the St. Gotthard pass at near the crossing of the Moesa; by Arbedo, scene of one of the heaviest Swiss' defeats, 1422; to Bellinzona and Magadino, thence boat to *Arona* and rail to MILAN. (See "Short Trips in Italy.")

VI. STELVIO PASS AND ROUTE.

Commences at Innspruck, Tyrol. By diligence or carriage, along the Inn; by Zirl, Telfs, Imst, etc., to Landeck, large village on the Inn; by Ried, Nauders, Mals, Prad, Trafoi and Franzenshohe, to the Stelvio Pass and summit (highest carriage-road in Europe—9,239 ft.); thence by S. Maria to the *Baths of Bormio;* through the valley of Bormio and the

Defile of Serra; by Bolladore (with the precipitous Piz Masuccio, near it—scene of a terrible land-slip in 1807); by Tirano, Sondrio and Morbegno, to *Colico*, whence to Como, Camerlata and MILAN, as by the Splugen route. (See "Short Trips in Italy.")

VII. MONT CENIS TUNNEL ROUTE.

The magnificent enterprize of the Mont Cenis Tunnel, has been, since October 1871, an assured success; all the difficulties of the opening having been overcome, and the passage through, from the actual entrance on the French side, at Modane, to the point of emergence at Bardonneche, Italy, being now safely and pleasantly made in from twenty-five to forty minutes. The Tunnel is reached, from the north, from Geneva, Paris or Lyons, to *St. Michel*, in the Maurienne Valley, Savoy, thence to Modane; and on the Italian side, on emergence, rail continues to *Susa*, and thence to TURIN. (See "Short Trips in Italy.")

VIII. BRENNER RAILWAY ROUTE.

This popular all-rail route commences at Innspruck, Tyrol, (reached, by rail from Munich). Leaving Innspruck, the scenery of the Valley of the Inn is very grand; and from that point to the summit, the route may be ranked among the most picturesque of mountain passes. Beyond, it supplies the most admirable views, continually, of the peculiar Tyrolese scenery, in which rock, river, castle and vineyard so wonderfully combine. On the northern

portions the tunnels are very numerous, the curves and precipices eminently striking; while the later portions of the run, down the valley of the Etsch or Adige, less impressive, are quite as memorable. Among the most important points are Steinach, with the little trout-lake, the Brennersee, just beyond; Brenner, at the top of the pass, and supplying the watershed between the Black Sea and the Adriatic; Sterzing to Franzensfeste, through the wild Valley of the Eisack, with noble fortifications on every hand; Brixen, Klausen, Atzwang, Botzen (most important commercial town in the Tyrol), Neumarkt, etc., to *Trent*, fine old city, very imposing in appearance and location, founded by the Romans, and especially celebrated as the scene of the great "Council of Trent," 1545–63. Trent, by Roveredo, S. Marco, Alà (customs-station), Peri, Domegliarà, Pescantina, etc., to *Verona;* whence rail to VENICE, to MILAN, or to FLORENCE and ROME. (See "Short Trips in Italy.")

IX. SEMMERING RAILWAY ROUTE.

Commences at Glocknitz, Austrian Tyrol, reached from Vienna. By Bruck, Gratz (Styria), Marburg, Laiback, etc., to VENICE. (See "Short Trips in Italy). Or to *Trieste*, on the opposite side of the Adriatic.

SHORT TRIPS IN ITALY.

It is of course very difficult, in a single and brief paper devoted to the interests of the short-trip tourist in Italy, to be even as explicit as in some of the other countries, as to points of peculiar interest —nearly every step, in that land of natural beauty, and artistic and historic interest, being more or less a pilgrimage. All that can be attempted, in this brief space, will be such an arrangement of short tours as seems most politic, with mention of a few of the objects of first interest in the leading cities visited. Local guide-books and valet-service are quite as useful in Italy as elsewhere, and no difficulty will be found in procuring either. One hint, before proceeding, as to time. The summer months are of course the best period for crossing the Alps, but July and August are neither comfortable nor healthy months for travel in Italy, heat and miasma being very common, and mosquitoes and other troublesome insects almost universal in the latter month.

RESUME OF POINTS OF ARRIVAL IN ITALY.

It will be remembered that the passenger by the Great St. Bernard reaches the end of his crossing, at Aosta, near Turin; by the Mont Cenis Tunnel, at Susa, also near Turin; by the St. Gotthard, the

Splugen, the St. Bernardino, the Simplon, and the Stelvio, at points on Lakes Como and Maggiore, nearest to Milan; by the Brenner, at Verona, also nearest to Milan; and by the Semmering at Venice, distant from both, though still nearest to Milan. All these routes, however, end so nearly together, in comparison to the extent of Italy and distance between the leading cities, that with a little care they may be all made to converge so as to allow the main features of the hurried but comprehensive route about to be traced, to be preserved. In order to do this, one of two objective points needs to be kept in view as the first visited, and indeed the two must be made to work together—Turin and Milan.

TO AND AT TURIN, MILAN AND THE LAKES.

It will be found policy, then, for either the St. Bernard or the Mount Cenis passenger to proceed, first, from the points of arrival in Italy, to the nearest city of the North,

TURIN, in Piedmont, long the capital of Sardinia, and until the removal to Florence, that of the lately-erected Kingdom of Italy. It has so great an antiquity as to have been *destroyed* by the Emperor Constantine (about A. D. 330) for assisting Maxentius, when it had already an age of several centuries. It has since filled a notable place in history, being the seat of the Dukes of Savoy before and since they became Kings of Sardinia, and standing two sieges by the French, in 1649 and 1706.

Turin lies on the river Po, has a population of nearly a quarter million, and (for Italy) much grow-

ing prosperity. Its principal public buildings of interest are the Royal Palace, modern and of no great splendor, but with some royal apartments, statuary and paintings worthy of hasty notice; the Royal Armory, with an extensive collection of European and Oriental weapons and armor; the Pinacotheca, or Royal Gallery, with many paintings of interest and some of great merit, and a Museum of Antiquities in the same building; the Palaces Carignano (formerly the Chamber of Deputies of Sardinia), Alfieri, Sonnaz and San Giorgio; the Duomo, or Cathedral of St. John the Baptist, with no special architectural merit, but handsome interior decorations, in chapels, altars, monuments (to members of the House of Savoy) and pictures; the Churches of La Consolato, Corpus Domini, San Filippo, etc., all with a certain interest in monuments and pictures within; and the Basilica and Church of La Superga, in the suburbs, some four miles from the city centre, with interesting monuments of the Savoy family, and a magnificent view of the Alps and the surrounding country, from the roof. Turin has also at least a dozen public squares ("Piazzas"), nearly all with statues or monuments; a Cemetery with the resting-places of some distinguished persons; and three or four bridges over the Po and its little tributary the Dora. This is among the least interesting of the great cities of Italy, and may be even hurriedly visited without serious loss, but should by no means be altogether omitted, even by those who do not necessarily pass through it.

From Turin the tourist should take rail to

Novara, a town with a Cathedral or Duomo of some architectural and artistic interest, but principally noted as the spot near which (two miles southward) King Charles Albert of Sardinia was fatally defeated by the Austrian, Radetsky, in 1849. From Novara by rail due northward to

Arona, town on the southwest of

LAKE MAGGIORE ("Mah-zjo-ree"), the second-largest and by some thought the most beautiful of the lakes of Italy—some forty-five miles in length by an average of three in width; the north banks mountainous and wooded, the south sloping and well cultivated; the water having the peculiarity of being green at the north end of the lake and deep blue at the south; and the group of four known as the Borromean Islands (Isola Bella, Isola Superiore, Isola Madre and Isola San Giovanni), presenting what is considered the acme of shaded, villa-studded and graceful beauty, in that line of scenery.

Steamers run northward on the lake, several times a day, to

Magadino, near the northern extremity; and the most beautiful of extended views, with a landing at Isola Bella (considered the loveliest of the group, and holding the magnificent palace and grounds of Count Borromeo), may be enjoyed by taking one of the boats for the run to Arona and return. From Arona return by rail, by Novara, but without stop at that place, to

MILAN, in Lombardy,—a walled town of ten gates, of great antiquity, having been at one time only second to Rome, in the Roman empire, in im-

portance and population. It was afterwards the capital of a Lombard republic, then of a duchy in the hands of the powerful and ambitious Visconti and Sforzas. It was held by Spain after the battle of Pavia (defeat of Francis I. of France by the Emperor Charles V.); ceded by Spain to Austria in 1714; taken by the French republicans in 1796, and again by Napoleon after Marengo, in 1800. From 1805 to 1814 (fall of Napoleon) it was the capital of the Bonapartan Kingdom of Italy; falling again under Austrian control till the cession of the Lombardo-Venetian provinces to the new Kingdom of Italy.

Milan has many beauties, but one unapproachably far beyond the rest stands

The Duomo (Cathedral), commenced in 1387, and scarcely yet finished; built of white marble, of immense size; with a central tower, spire, and a perfect "forest of pinnacles" which give it an indescribably light and airy effect, in spite of its gigantic bulk. It has some thousands of statues in its outward ornamentation, and is considered the finest specimen of the Gothic in Italy and one of the grandest structures in the world—second to St. Peter's, if not indeed equal to it. The view from its roof, which can be ascended by 160 steps, is wonderfully fine as well as extensive; though those most familiar with the clear Italian sky advise that it should always be taken at sunrise or near sunset. Within, the Duomo is only less magnificent than without, the Gothic columns and arches having immense height and rare purity, and great wealth having been lavished through century after century upon

its ornamentation. It has a magnificent high altar; much fine sculpture; a colored mosaic pavement eliciting universal admiration; many gorgeous side-chapels, with tombs, monuments, pictures and relics, demanding many hours for even the most cursory examination; the splendid tomb and shrine of the good San Carlo Borromeo, virtual patron saint of Milan; some magnificent stained-glass windows; and in fine all the splendid features of one of the most stupendous churches and rarest artificial sights in the world.

Great Churches (other than the Duomo) also abound in Milan. Chief among these are San Ambrogio, singular as well as singularly old, having been built in the ninth century, with a very rare altar-front of gold-and-silver, some antique relics, paintings, etc.; San Carlo, with one of the largest domes in Europe; San Eustorgio, with a very beautiful bell-tower, some interesting works of art, monuments and relics; San Fedele, elaborately decorated; San Lorenzo, with the Colonne di San Lorenzo near (said to have been once part of a Temple of Hercules); Santa Maria la Madonna, considered next after the Duomo in imposing effect, without and within; Santa Maria della Grazie, and in an old building beside it Leonardo da Vinci's wonderful picture, the "Last Supper;" etc.

Palaces also abound in Milan, some of them well worth a visit—the Royal Palace, modern, accessible to visitors, and with some fine paintings; the Archbishop's Palace, with the same features; the Palazzo della Citta (City Hall—now an Exchange); Loggia

degl' Ossi; Palazzo Borromeo; Pal. Litta (with some fine pictures); Pal. Marino (now the residence of the city authorities), etc.

Besides these, if time allows, may well be visited the Brera Museum (pictures and sculpture) and Library; the Pinacoteca, with many rare specimens of the old masters; the Biblioteca Ambrosiana, with pictures, library and many relics; the Museum of Natural History, etc.

La Scala, the great opera-house and theatre, one of the largest in Europe and celebrated in the history of song, should be visited if any performances are given there during the visit; and Milan has half-a-dozen other leading theatres and places of amusement.

Besides these, the principal objects of interest are to be found in the handsome Public Gardens; the immense Arena, of modern erection but on the plan of the old Amphitheatres; the Gallery of Victor Emanuel, handsomest and largest covered arcade for trade and promenade in the world; the fine triumphal Arco della Pace; statue of Cavour; etc.

From Milan by rail to Camerlata, and to

Como, with some architectural charms and a lovely situation, at the Lake-side, for a view of the beautiful

Lake of Como, third of the Italian lakes in size, but by many thought the first in beauty,—surrounded by bold hills and its shores dotted with luxurious villas and rich with olive-groves and vineyards, while it is the very paradise of pleasure-seekers in rowing and sailing. Lake Como has been best commemorated by Rogers in his poem of "Italy," when he

——"Turned prow and followed, landing soon
Where steps of purest marble met the wave;
Where, through the trellises and corridors,
Soft music came as from Armida's palace"—

though the description given by Bulwer, in the "Lady of Lyons," in the passage commencing: "In a deep vale shut out by Alpine hills from the rude world," etc., is much more familiar. Steamboat ride should be taken, on the Lake, at least to

Bellaggio, very handsome and favorite place of resort, at the junction of the Lake of Como proper, and its branch the Lake of Lecco, with return to Como and to Milan for pursuance of routes eastward or southward.

[Visit may be paid, either from Luino, when on Lago Maggiore, or from Como by Camerlata, when on the Lake of Como, by diligence, to the

Lake of Lugano, lying between the two larger—small, but very beautiful and a favorite; and it is advisable to make the approach by one route and return by the other.]

The succession just named, it will be remembered, is intended for those arriving first at near TURIN: for those arriving by any one of the several routes leading nearest to MILAN, that city will naturally be the first visited, and the Lakes visited from it by the routes already shown, leaving Turin to be either omitted, or specially reached by rail in an excursion from Milan by Novara, or taken on the return northward by one of the Alpine routes leading from its neighborhood. Those coming first to VENICE by either the Brenner or Semmering

route, will of course need to take these western cities and the Lakes in their return voyage; and in point of fact, the tourist in Italy needs to economize time and labor as well as cost, by keeping these leading directions in view.

FROM MILAN BY LAKE GARDA, TO AND AT VENICE.

From Milan by rail, by Cassano, Treviglio, Bergamo (station, on the last verge of the Alps, with a notable church of Santa Maria Maggiore and some pleasant excursions in the neighborhood); Grumello, Seriaté, Palazzuola,

Brescia (second city in Lombardy,—the ancient Brixia, with a Cathedral and some public buildings and palaces of note), Ponte San Marco, Lonato, Sermione (with the battle-field of Solferino very near it and easily reached by carriage), to

Peschiera, on the river Mincio, at its exit from Lake Garda, one of the great fortified towns of what used to be the celebrated "Austrian Quadrilateral," and the southern port of the steamers on the Lake. Excursions may easily be made from it, by carriage, to the First Napoleon's great battle-field of Rivoli, and to

Lake Garda, the largest of the Italian lakes, considered less beautiful than either Maggiore or Como, sometimes rough and dangerous for boats, but a perfect highway of steamers. The northern end of it is narrow and shut in by the Alps, but the southern shores are fertile, and the soft climate is considered especially favorable for pulmonary invalids.

From Peschiera, by rail, on by Castelnuovo and Somme Campagna, to

VERONA, on the river Adige, second of the Quadrilateral cities, and heavily fortified, like Peschiera, and with many antiquities and other curiosities, but most interesting to English readers as the site of Shakspeare's "Romeo and Juliet," and "Two Gentlemen of Verona," as well as of many other plays and romances. It is known to be very old, and has had a most varied history — among other events, Marius having fought his great battle with the Cimbri here, and Theodoric the Goth defeated Odoacer. It was at one time the capital of the Kingdom of Italy, again the seat of a republic, and then governed by petty dukes or princes. During the last days of the Austrian supremacy, it was the centre of the military power of that nation in Italy.

It has very many objects demanding attention, but first among them all, of course, will come

Juliet's Tomb, in the Garden of the Orfanotrofio —not of much artistic merit, but notable as being possibly the real resting-place of the lady so immortalized, first by Da Porta, in the novel, and afterwards and so unapproachably by Shakspeare. Next comes

The Amphitheatre, another of the old Roman remains, and said to have held more than 20,000 spectators, originally, though much fewer when in modern times used as a place for holiday shows. There are also several palaces, particularly that of Del Consiglio, in front of which are statues of celebrated

natives of Verona — Pliny the Younger, Cornelius Nepos, Macer, Catullus, and others; that of Delle Urbe, with the Exchange near it, etc. Of

Churches, the leading one is the Cathedral of Santa Maria Matricolare, said to have been originally built in the time of Charlemagne, the architecture pleasing, and the statues and monuments interesting; and there are also that of Santa Maria l'Antica, with tombs of the Scaligers; that of Santa Anastasia, very beautiful, without and within; that of San Zenone, very old (1138), with curious architecture and many odd interior ornamentations, historical and mythological bas relievos, etc.; those of San Fermo Maggiore, Santa Maria, etc. There is also a Pinacoteca, or Picture-Gallery, with many fine paintings of the Veronese school; the Campo Santo (Cemetery—near the Vittoria Gate) has some good monuments; and the Roman Gates, Dei Borsari, Dei Leoni, etc., should not be passed without notice. Taken all in all, Verona will be found one of the most interesting cities in Italy, and, if possible, some days should be spent at and around it.

A brief side-excursion may be made by rail from Verona southward to

Mantua, on the Mincio (in point of fact, in one of its "elbows"), and surrounded by a group of small lakes. It is said to be the oldest city in Italy —older than Rome, and has a Duomo and some other handsome churches (St. Andrea the handsomest), and an Imperial Palace of five hundred rooms, now deserted but still showing wonderful frescoes, floor-mosaics and other features of past elegance. It is

another of the cities of the Austrian Quadrilateral, and heavily fortified, like the others already named, and has additional celebrity in Shakspeare's locating there part of the "Two Gentlemen of Verona," one act of "Romeo and Juliet," and the whole of the "Taming of the Shrew," of which the heroine, Katharine, is still said to live in the spirit of the Mantuan women. [Return to Verona by rail.]

From Verona on by rail to

Vicenza, at the foot of Monti Berici, and with many fine palaces, a Cathedral, Churches, a Museum, etc. Thence by rail to

Padua (by carriage, the short distance from the railway-station to the town), chiefly remarkable for its celebrated University (one of the oldest, largest and best in Europe), its Cathedral, Palaces, Churches, etc., and the fact that here, too, Shakspeare and others have located plays and romantic legends.

From Padua by rail direct to one of the chiefest of all the Italian pilgrimages—the "Bride of the Sea,"

VENICE, on the Adriatic, once the mistress of the commerce and half the power of Europe; one of the grandest of figures in history; and one of the oddest in geography, from the fact that its streets are canals, its conveyances are gondolas (boats), and that there is not a horse within its bounds. Of course its "cabs" are also the gondolas, and the only means of extended locomotion is by them, there not being even much opportunity for walking!

Venice is literally crammed with objects of interest, principally historical but many artistic; and only

the briefest of resumes can be made of the more interesting. First among these is the

Piazza di San Marco (Place of St. Marc), an oblong square at near the great water-front or Lagune, colonnaded, virtual centre of the city as well as largest solid space in it, and place of evening gathering. At the east end of it stands the

Church of St. Marc, very old, of Saracenic architecture, with the celebrated bronze horses of Constantinople over the doors, and the richest pictures of golden and glass mosaics over the doorways and lining the five domes. It has a world of statuary, rich marbles, gold work, etc.; and St. Mark the Evangelist is said to have been buried here. There are also the tomb of Doge Enrico Dandolo, and the spot (in the pavement) where the Emperor Frederic Babarossa made his final submission to Pope Alexander III. Near the Church stands the

Campanile, very old, nearly 400 feet high, and massively grand; the

Clock Tower, with elaborate face, and two Moors striking the hours with hammers; also the *Libreria* (old Library); and towards the landing-place, or Molo, the

Two Columns, the one surmounted by the Winged Lion of St. Marc and the other by a statue of St. Theodore on a crocodile. Almost adjoining the Church, stands the

Doge's Palace, of Moorish architecture, and very handsome as well as wonderful in its history. Its many halls are wildernesses of splendor, with finest

paintings by Tintoretto, Paul Veronese, and others of the Venetian school, portraits of the Doges, etc.; and the State Apartments are full of interest, in the dreadful Lion's Mouths and other frightful reminders of the Council of Ten. From the Palace, across the Canal di Palazzo, runs the

Bridge of Sighs, leading to the Prisons, made so celebrated by Byron and other writers, and so famous in history; and on both sides of it are what remain of the

Carceri, or Old Prisons, dark, dismal and horrible.

Next after the Doge's Palace, the most interesting object in Venice is the

Arsenal, containing a wonderful collection of old arms; the Turkish flag taken by Don John of Austria at Lepanto; remains of the Bucentaur, or Doge's Galley; the original of Colt's Revolver and the French Mitrailleuse; the helmet of Attila; old leathern cannon with stone balls; and many other curiosities. The

Shaksperean Reminders of Venice are found in the Bridge of the Rialto, crossing the Grand Canal at near the centre of the city; the Rialto (Square) and House of Shylock, near it; the Palace of Desdemona, on the Grand Canal; that of Cristofero il Moro, the alleged original of *Othello*, on the Canal della Carmina; etc. The

Grand Canal is studded with Palaces, many of them of great beauty, and should be repeatedly rowed through, to understand the city, in the

Gondolas, which are among the most interesting features of the place, and indispensable for use as well as sentiment and recollection. Even in the briefest stay, the

Academy of Fine Arts, on the Grand Canal, should be visited, to see the great pictures of the Venetian School; and the *Church of the Frari*, to see the wonderful monuments of Canova, Titian, and Doge John Pisani. For a knowledge of the topography of the Lagune, and the harbor of Venice, opening into the Adriatic, gondola or one of the small steamboats should be taken, from the Molo, to

The Lido, island shutting off the sea, and favorite sea-shore resort of the Venetians. Longer excursions may also be profitably made, to *Murano* (great mosaic manufactory), Torcelli and other islands; to island and Church of St. Giorgio Maggiore, that of Sta. Maria della Salute, etc.

VENICE TO FLORENCE AND ROME, BY BOLOGNA.

From Venice, by rail, by Rovigo, to

Ferrara, a very old Roman town, but principally celebrated for the "Andrea Ferrara" sword-blades manufactured there; and to

Bologna, famous of old for its University and of late for its sausages, as also for the art-school producing Guido, Domenichino, etc., many of whose pictures may yet be found there. From Bologna, by rail through the Apennine Mountains, over one of the most picturesque and unsafe-looking roads in the world—(though no doubt sufficiently safe) all

tunnels, bridges and embankments, and amid glorious scenery—for a long distance beside the Po, and then beside the Arno, to

Pistoja, original home of the pistol, and at the entrance of the lovely valleys of Tuscany; thence to

FLORENCE, long the capital of Tuscany, and lately of the Kingdom of Italy, lying on the Arno, in the midst of the beautiful Val d' Arno to which it gives name, and bearing the deserved reputation of being one of the most beautiful cities on the globe, as well as one of the great homes of Art. It lies on both sides of the river, the city being divided by it, something after the manner of Paris; and down both banks run the splendid drive and promenade, the

Lung' Arno, bearing that general name, though divided into sections, like the Quays of Paris. The most fashionable portion of it is on the north side or right bank of the river, where also may be found most of the interesting buildings and collections hereafter to be referred to, as well as the principal hotels; and at night, one of the most beautiful sights in the world is the long line of regular lights extending up and down the river, along this favorite resort. Down the river, westward, on the north or right bank, stretches

The Cascina, noble public ground and Park of Florence, with cafés and places of resort at the nearer end, and ending in a fine forest, something like the Bois de Boulogne at Paris. (Carriages for

rides through it, attainable at almost any point, and at reasonable prices.) After the Cascina, the most noted public ground, and the chief popular resort, is the

Piazza della Signoria (Square), virtual centre of the city and place of great historic interest, for the burning of Savonarola, and other events; on this is situated the famous

Palazza Vecchio, or Old Palace, with singular tall and square-headed tower, and Michael Angelo's celebrated statue of David at the entrance. The Great Hall, lately used for the sessions of the Italian Parliament, and with fine frescoes, is the only apartment of interest. Near this building stands the brazen lion called "Il Marzocco;" and the Great Fountain, with marine figures. Immediately adjoining the Palazza Vecchio, is the

Galleria degli Uffizi (open daily, 9 to 3; Sundays and festivals, 10 to 3), one of the greatest repositories of art on the globe. It contains some thirty saloons, chambers and cabinets, all rich with gems of art (catalogue necessary). In the Tribune are the original "Venus de Medicis," Titian's "Recumbent Venus," Raphael's "Fornarina," Perugino's "Holy Family," Corregio's "Adoration of the Virgin," Michael Angelo's "Virgin and St. Joseph," Volterra's "Massacre of the Innocents," and many other master-pieces; while all the other galleries are only less interesting. There are whole apartments of Roman and other antiques; and in the Cabinet of Gems may be seen some of the most wonderful

works in gold, silver, precious-stones, etc., of Benvenunto Cellini and other great masters. From the Galleria degli Uffizi the Arno may be crossed, without going out, by the

Ponte Vecchio, covered bridge, with both sides, the whole way, hung with costly tapestries, portraits of the Medici family, etc., to the

Pitti Palace, on the left or south bank of the river—only second to the Galleria in its wonders of art. The Palace is massive in architecture, was long the grand Ducal residence, and has lately been that of the King of Italy. Within, it has handsome state-apartments, and many chambers and galleries, after the manner of those at Versailles or the old Louvre, filled with many of the noblest works of Titian, Raphael, Salvator Rosa, Rubens, Albrecht Durer, Guercino, Andrea del Sarto, Leonardo da Vinci, Perugino, Carlo Dolci, Vandyke, and other great masters. One of the most wonderful of all is Titian's "Magdalen," a marvel of beauty, especially in the hair of gold. Here are also a blue-and-gold Sevres Vase; and another of porphyry, one of the largest in the world. (Hours of admission, same as those at the Galleria, except on Mondays, 12 to 3). Adjoining the Palace are the famed

Boboli Gardens, the boast of Florence, with fine shades, fountains, statues, and splendid views over the city from certain points. (Open to the public, Sundays and Thursdays; accessible, other days, by application to the *Prefetto del Palazzo*, in the court behind the principal gate of the Palace, before 3 P.

M.) Other valuable collections of pictures, statuary, etc., besides those found in nearly all the great Churches, are especially to be seen in the Academy of Fine Arts (Via Ricasoli), considered the third in Florence, in the value of its collection; the Natural Museum (Piazza della Signoria); Monastery of San Marco (Piazza of same name); etc. First among the Churches, is the

Cathedral of Santa Maria del Fiore, on the Piazza del Duomo, with one of the largest domes in the world; wonderful outside of marble mosaic (front unfinished, though commenced 1298); splendid monuments and paintings within, and an extensive view from the dome. Near it stands the

Campanile, Gothic-Italian, nearly 300 feet in height, considered unapproachable in grace; and the

Baptistery, one of the oldest structures in the city, octagonal-shaped, with a dome and admired Bronze Doors. Quite as interesting as either, is the

Church of San Lorenzo, on the Piazza of same name, with tombs of all the Medici family in the crypt; a perfect glory of colored marbles, and even precious stones, on and around the monuments of Cosmo, Alexander, and other members of the family, in the Chapel of the Princes; tombs of Lorenzo the Magnificent, and Paul, in the New Sacristy—also celebrated figures of Night and Day, all by Michael Angelo. And even more a boast of Florence is

Santa Croce (church), on the Piazza of same name, with Dante's Monument on the Piazza, splendid interior, and great number of tombs and monuments

—among others, those of Michael Angelo, Dante, Alfieri, Machiavelli, the Countess of Albany (widow of Charles Edward Stuart and wife of Alfieri), Raphael Morgen, Galileo, and many others of the great; fine other sculptors, and pictures.

Other principal churches, nearly all interesting and containing works of art: those of San Michele; La Misericordia; La Badia; SS. Annunziati; San Marco (celebrated for the connection of Savonarola with it and the adjoining monastery); S. Maria Novella; S. Trinita; S. Spirito; etc. Also to be seen, on the Via Ghibellina, the House of Michael Angelo; and, on the Via Cavour, the Old Palace of the Medici (now the Palazzo Riccardi), and many other abodes of the old Tuscan nobility. A day or two may also be very profitably spent in visiting the

Sculptors' Studios, especially the American—a special feature of Florence; and in making excursions to the suburban beauties of San Miniato, La Certosa, Fiesole, and Vallambrosa, and to Hawthorne's Tower, where the great American novelist wrote the "Marble Faun."

From Florence, by rail, by Arezzo, Cortona, Perugia, Foligno, *Terni* (celebrated cataract in the neighborhood), and Narni, to

ROME IN A HURRY.

ROME, on the little river Tiber, something less than twenty miles from its mouth; with the Seven Hills underlying it, the Papal and Royal residences, a population of about 200,000, and so vast and varied

a history, from the time when Romulus, its founder, was (or was not) suckled by a wolf, and that time, not long after, when its male population, very wife-hungry, carried off the Sabine women to fill that office—that the brain reels in the very attempt to recount rather what it has not seen than what it has! Once the Pagan capital of the world, then the Christian—the besieged and taken, the triumphant, the abhorred, the idolized, the knelt-to by Kings and the defied by men with no power—the city which has alternately enlightened and enslaved mankind, in letters, art and religion — it is scarcely wonderful that pilgrims from all climes flock to it to-day, as they have flocked for nearly two thousand years, and that it is reckoned the end and goal of European travel, as Jerusalem is considered that of journeys in the East.

It has already been said that scarcely a foot of Italian soil is other than a pilgrimage; but the remark applies with tenfold force to Rome, where the traveller is surrounded by so many relics of antiquity and glories of art that each one almost takes away from the importance of the other. In no place in Europe, meanwhile, is intelligent guidance (whether of friends or valet) more necessary to the hurried traveller, than at and around the Eternal City; but local guide-books, in English as well as Italian, are numerous and easily procured, and another advantage is to be found in the fact that of late years the English and Americans have partially taken possession of Rome, as they have almost entirely taken possession of Paris. Within the scope of the pres-

ent volume, it is neither possible nor desirable to do more than mention a few of the more preëminent objects of interest, leaving all details to the local authorities.

First among these curiosities, of course, comes

St. Peter's, the largest church in the world, built on the site where once stood a temple of Jupiter (whence the jest of Rev. Sidney Smith, of the building and a celebrated statue within, that "there had only been a change in spelling—'Jupiter' having merely given way to 'Jew-Peter'"). The first structure on the spot is said to have been an oratory built within the first century on the burial-place of St. Peter, and the first church-erection one by Constantine the Great — of course after his miraculous conversion. The present building was commenced under Pope Julius II., in the sixteenth century; but the wonderful dome is ascribed at a much later period to Michael Angelo; the immense colonnades which sweep round on either side from the piazza (enclosing a space of nearly eight hundred feet) were designed by Bernini; and the front is credited to Carlo Maderno, who "improved" upon the plans of Michael Angelo after a not-very-rare system of altering at whatever cost.

Some faint idea may be formed of its immense size by a few figures, from which it appears that the façade (or front) is 379 feet long and 148½ high—that the full length of the interior is 613 feet (a little more than three blocks of a New York street); the length of the transepts (cross) 446½; the height of the naves, 152½; the interior diameter of the great

dome which crowns it, 139; and the exterior, 195½; the height from the pavement to the base of the lantern, 405; and to the top of the cross, 468. The curious calculation was made, some years ago, that a dozen churches of the size of the New York Trinity could be set within it, the fronts and steeples grouped around in a close circle, and there would be abundant room, while the top of the cluster of spires would not reach within an hundred feet of the inside of the dome!

The sensation created by the great church, from without, is really indescribable, as it towers over the city on approach, at an incalculable distance; but it is doubtful whether the impression, standing within, under the mighty dome and in the midst of its splendors in ornamentation, wealth of bronze, colored marbles, altar-decorations and monuments, is not even more overwhelming than in viewing it without. Those who ascend the dome (as all may do, entering before 11 A. M., by obtaining an order through the Minister or Consul of their particular nation, but all do *not* do!) say that the view from the top is magnificent beyond comparison, Rome, the Tiber, the Appian Way, the Campagna, the distant sea, all seeming at the very feet, and humanity in the street looking like so many little crawling insects!

Of course the crowning charm of St. Peter's is found in the religious services and the rare music which forms so large a part of them. The best of these, however, are only attainable at a few periods in the year, and most of them in the winter and early spring (favorite time for being at Rome). The

most noted of these are the Grand Masses on Christmas and New-Year Day, and the ceremonies which follow throughout the month and extend into February. Yet more impressive than these are the round of exercises of Holy Week, commencing on Palm Sunday, and with a separate musical and scenic splendor for Ash Wednesday and Holy Thursday, culminating on Good Friday and Easter Sunday. The only summer festival is on June 28th and 29th, when the procession of Corpus Domini and grand masses take place. These are the only occasions on which the full splendors of the body of the Church or of the celebrated Sistine Chapel (properly Sixtine) can be witnessed, and then only by ladies in black, with black veils, and gentlemen in full evening dress. Vespers are sung every evening, from 3 to 4½, in one of the side-chapels, and this must content those who miss the great festivals.

Next after St. Peter's (of churches) comes

The Lateran, where the popes are always crowned, alleged to have been begun by Constantine in the fourth century, and formerly ranking even before St. Peter's. Its colonnaded front is magnificent, and the interior is a mass of chapels, splendor, monuments and relics—among the latter of which may be mentioned a cedar table on which the Last Supper is alleged to have been eaten, while there is a staircase shown, without, claimed to have been that of Pilate's house, up which Christ was led to be judged! The principal religious ceremonies at the Lateran occur on the Saturday before Easter, on Ascension Day, and on the festival of St. John the Baptist.

The number of other churches in and about Rome is literally legion. They cannot all be visited, except by those who tarry long; and ignoring them, in the present connection, it will be necessary to turn to

The Vatican, Capitol of Rome and palace of the Popes, lying to the right of St. Peter's and entered by the right colonnade of that edifice. The number of chambers in its three stories and adjoining buildings are variously estimated at 5,000 to 13,000; and the cluster certainly covers a space of some 1,200 feet in length by 1,000 in breadth. Within the Vatican is found the

Sistine Chapel, where a part of the exercises of Holy Week take place,—rich in every detail of decoration, and especially in the great frescoes of Michael Angelo and others, the "Last Judgment" of that master, and one of the world's wonders, being the most notable feature. But it is to the

Galleries of the Vatican that the tourist's visit is principally paid, after all, for in these almost endless rooms are gathered the grandest works of art of a world. Raphael's greatest works are here, in fresco and in oil,—headed by his "Transfiguration"—so many that for even their names the local guide-book and catalogue must be referred to. Then, many of the masterpieces of Giulio Romano, Perugino, Murillo ("Marriage of Saint Catharine," among others), Domenichino ("Communion of St. Jerome," etc.), Titian ("Madonna and Child," etc.), Guido, Paul Veronese, Correggio, and in fact all the giants of ancient art, making the collection unparalleled in extent, interest and value. Then follow ancient and

modern sculpture in almost equal profusion, with the celebrated group of the "Laocoon" (sung by Byron), the "Apollo Belvidere" (ditto), the "Cupid" of Praxiteles, the "Amazon," the "Ariadne," etc., to lead the sense of admiration.

But long before traversing and inspecting all these, the tourist will have turned to the special and mighty antiquities of Rome, to the

Walls, a part of them so very old, so many times destroyed and rebuilt, and with their odd old fortifications; to the

Bridges, of which something more than half-a-dozen cross the Tiber, nearly all ancient—tracing out particularly the remains of the Sublicius, where "Horatius kept the bridge"; he will have ascended the

Seven Hills, now more than half uninhabited, and traced out, history-assisted, the Aventine, the Palatine, the Cœlian, the Esquiline, the Viminal, the Capitoline, and the Quirinal—on the latter, the

Quirinal Palace, royal abode of Victor Emanuel, King of Italy, since the removal to Rome. He will have visited

The Forum, and seen the wonderful grouping of antiquities all around it, the very names of which, in one cluster, would fill pages here, as they have done in history. He will have climbed to

The Capitol, remembered the victors and the vanquished who went up there, wished that they would let him ascend the Tower (as they will not) for the best view over Rome,—then stood beside the "Dying Gladiator" in the hall of that name, and

wondered whether that marvellous statue or Byron's description, is best; then wound away from the Capitol to the

Tarpeian Rock, from which they threw the condemned, and doubted whether the fall would always be fatal; and then—culmination of all—stood within

The Coliseum ("Colosseum"), by daylight and if possible by moonlight, beholding at once the re-remains of the mightiest structure ever raised by the hand of man—the Pyramids alone excepted—and the record of a historical cruelty unparalleled even in thought. The Coliseum is known to have been built in honor of Titus, conqueror of Jerusalem, and tradition says that 60,000 captive Jews were engaged for ten years upon it, while, at its inauguration, A. D. 71, 5,000 animals and 10,000 of those less valuable animals, captives, were slain. It is alleged to have given seats to 87,000 spectators; and even that may be possible, when it is remembered that the circumference is 1,641 feet and the height of the outer wall 157, the whole covering six acres. Before going to the Coliseum, however, unless the passage is "by heart," no one should fail to read over again that wonderful description of Byron:

> "On such a night
> I stood within the Coliseum's wall,
> 'Mid the chief relics of almighty Rome.
> The trees which grew along the broken arches
> Waved dark in the blue midnight," etc.

There are a thousand other objects of interest, in and around Rome, but when the tourist has seen these, and the gigantic

Castle of St. Angelo (once Hadrian's Tomb); the *Pantheon*, in wonderful preservation, though built by Agrippa, about A. D. 30 or 40, as the monument of old Roman genius, but now doubly sacred as containing the Tomb of Raphael; the *Arch of Titus*, and the Baths of the same Emperor, with a few hundred ruined temples, etc., and driven out on the *Appian Way* to Albano and its Lake, with interesting remains studding the whole Campagna,—and visited a few of the sculptors' studios,—he may be said to have "done" Rome quite as well as can be expected of the short-trip traveller.

(Before leaving Rome it should be said that May and June are the pleasantest months there, and that possibly August and September are the least so; while, in spite of a heavy atmosphere not favorable to the lungs, a "winter at Rome" is held to be "not a bad thing to do.")

ROME TO NAPLES AND NORTHWARD.

From Rome direct, by Albano, Capua, Frascati, Caserta, etc., in nine to ten hours, to

NAPLES, on the Bay of the same name, now the largest city in Italy (with nearly half a million inhabitants), and for a long period one of the most popular of resorts for tourists and invalids. It was, until the late formation of the Kingdom of Italy, the capital of the Kingdom of Naples, ruled by Bourbon princes except during the brief period of the occupation of the throne by Napoleon's proxy, Joachim Murat. It is also the very paradise of beggars—bad

enough throughout Italy, but here unendurable; and to be either penniless or deaf and blind is rather a blessing than otherwise to the traveller, just here. Much curiosity, to those fond of such things, is to be found in the port, with extended break-water piers, or "moles," and in the fortifications near, that have once been formidable but are now dismantled or used for barracks, etc.

The buildings of most importance are the

Royal Palace, some three hundred years old, of which some of the rooms are shown, with a few good pictures; the

Castle of St. Elmo, standing on the hill directly back of the central port and fortifications, once very formidable and feared by the inhabitants as a "continual threat," but now used for barracks, like those at the water-side; the

Museo Nazionale, with its great collection of antiquities from Pompeii and Herculaneum, and the Farnese collection from Rome (open, except on Monday, from 9 to 3, and Sundays from 9 to 1), forming one of the most interesting gatherings of the antique, in all Europe; the

Cathedral, dating from 1272 to 1420, with considerable pretensions in architecture, some statues worth noting, at the entrance, and some frescoes, paintings and historical tombs within; the

Church of Santa Chiara, interesting as being the burial-place of the Neapolitan Bourbons and having many of their monuments; that of

San Domenico, considered the handsomest in Naples, antique, but restored, with some good mon

uments and pictures, etc. (The other 300 churches of the city are mostly very uninteresting, and many of them shockingly out of repair.)

Very much of the interest of sojourn at Naples, however, will be found entirely removed from the city itself—in the lovely

Bay of Naples, considered one of the finest, in every point of view, in the world, with its great

Isle of Ischia and some other and smaller, lying at the north lip of the Bay, and the more diminutive but more beautiful

Isle of Capri, holding a similar position across the Bay from the city, at the south lip; in the aspects of

Mount Vesuvius, lying a few miles east and south of the city, in full view, and easily reached, by those who wish to make the excursion and ascent, by the short railway to Resina (where guides can be procured), thence on horseback up the mountain-side to the Hermitage, thence to the top on foot—the whole excursion and return occupying a laborious but most interesting day. The volcano may or may not happen to be in a state of eruption; but at all events, the débris, or "hash," of what it has already done, may prove to be quite sufficient, even if a stream of flowing lava should not chance to be met coming down as the tourist is going up!

(It is to be presumed that no born American, making this excursion, will need to be advised to obey the guides, keep at the windward side of the crater, and avoid tumbling into the same—in the which tumble he would be likely to illustrate Latinity on its own ground and discover the meaning of

"*facilis descensus Averni*," without consulting the books! Any undue exposures in this direction, as in climbing Swiss glaciers, should be left to madmen, members of the English "Alpine Club," and people who have their lives heavily insured without any proviso against suicide.)

The next excursion, also occupying one day, will be that to

Pompeii and *Herculaneum*, the two cities buried by an eruption of the before-named (and visited) Vesuvius, in A. D. 79 if the history of the affair is to be credited. The visit may be made either by railway, to Herculaneum first, leaving at an early hour in the morning and laying over one train there before proceeding on to Pompeii,—or by private carriage, at very nearly the same cost if a party of three or four are to make it together. The theatre, really an "amphitheatre," is the only monument enough dug out to be recognizable, at Herculaneum; but at Pompeii there are very many curiosities, enough to occupy hours in examination—among which perhaps the most interesting will be found the House of Diomed (see Bulwer's "Last Days of Pompeii"), the Street of the Tombs, the City Gate (with the sentry-box where the soldier was found dead on duty), the City Walls, the Street of Abundance, Forum, Amphitheatre, etc. An excellent local map may be bought on the spot, with the streets and houses named, and it will be found indispensable. (A single word of warning: the propensity to carry off relics from Pompeii is very general, and visitors are very closely watched—it is not policy to make

the attempt: better buy them—genuine or counterfeit—at Naples.)

Other charming excursions may be made, if time allows, to Castellamare (very short, by railway); to Sorrento (ten miles by carriage from Castellamare); to Capri (island, very beautiful and famous resort for invalids) by boat from Sorrento; to the ruins of Pæstum; to the Grotto of Pausillippo, Sybil's Cave, Lake Avernus, Baiæ, etc.

For return northward, from Naples by rail to Rome, thence on by rail to

Civita Vecchia, unimportant place except as the sea-port of Rome; thence on by rail (with possible view of the Island of Elba lying off at the left, when passing Follonica) to

Leghorn (Italian "Livorno"), an old seaport on the Gulf of Genoa, with very little other attraction than the fact that the ships and flags of all nations may generally be seen in the harbor—that it has really a large commerce, makes millions of straw hats, and boasts a coral-fishery.

From Leghorn, if for Eastern Italy or any of the Eastern crossings of the Alps, to Florence, by

Pisa, of which the principal curiosities are the Duomo, or Cathedral; the celebrated Leaning Tower, or Campanile; and the Campo Santo, or Holy Field, a covered, colonnaded, and monumented burial-place of considerable extent, the ground formed of earth brought from Mount Calvary.

If for Western North Italy or a Western crossing, from Leghorn, by steamer (leaving every evening, up the Gulf of Genoa),

GENOA, called the "City of Palaces," with many of those ancient abodes of the nobility in excellent preservation—particularly the Rossi, with many fine pictures; the Doria Tursi, with many reminders of Columbus (native here); the Ducale; the Reale and Pallavicini, both with fine pictures; the Spinola, Universita, etc.; handsome black-and-white marble Cathedral of St. Laurence, with many religious relics within; monument to Columbus, in the Place d'Acquaverde; fine promenades; extensive fortifications, etc.

Or, from Leghorn on by rail to Spezzia, thence diligence to Chiavari, and thence rail to Genoa.

From Genoa, by rail to Turin, if for Alpine crossing; or, by rail or diligence (the latter along the *Corniche Road*, one of the most beautiful in the world, and with fine views over the Gulf of Genoa), to

St. Remo, *Ventimiglia*, *Mentone*, *Monaco*, and NICE (Italian "Nizza,") all celebrated as winter resorts for those wishing to escape the rigors of the North, and all increasingly popular as places of residence. [See, for notes on these places, pp. 244, 244*a* and 244*b*.]

From Nice by rail, by *Cannes* to *Toulon* and MARSEILLES, for return northward through France, eastward to the Swiss or German borders, or westward and southward on the way to Spain.

SHORT TRIPS IN SPAIN.

The most convenient way of entering Spain, from France, is from Bayonne, one of the most strongly-fortified cities in France, famous for having given birth to that deadly instrument of warfare, the "bayonet," and reached by railway from Paris by Orleans, Tours (both fine old cities, with Cathedrals and much historical interest), Bordeaux (on the Garonne, the head of the Southern French wine-trade, with beautiful quays and much commercial prosperity, a handsome Cathedral, some Roman remains, a Triumphal Arch, etc., all worth notice).

From Bayonne, by rail, to

Biarritz, within a few years made famous by its becoming the favorite sea-side resort of the Emperor and Empress of France, who have a villa (the "Villa Eugénie") here.

By rail from Biarritz, for a very brief ride to the Spanish frontier-town of

Irun, where the division between the two countries is crossed and change of trains is made from the French *Chemin de Fer du Midi* (French Central Railway) to the *Ferro Carril del Norte* (Northern Spanish). From Irun, passing at the edge of the Pyrenees, the tourist will be principally occupied with going through tunnels (of which there are

some fifty before reaching Madrid), and in noticing that everybody smokes, incessantly, besides enjoying something like the same description of scenery, in crossings at great elevation, and peepings down into awful ravines, while going up the Valley of the Urumea to Tolosa,—that has been enjoyed in riding up the Valley of the Rhone from Culoz to Geneva. By Miranda (junction with the Bilbao railway); after which the first stop of any importance (which should be for at least one day) is made at

Burgos, one of the finest of old Spanish cities, though very damp, cold and windy—for a long time the capital of Spain, scene of many of the exploits and the "Wedding" of the Cid Campeador, as well as of the tragedy of "Count Alarcos." Burgos lies on the side of a hill, beside the river Arlanzon; has a handsome Calle Espolon (main street) facing the river; a

Cathedral, commenced in the thirteenth century, built in the most elaborate Gothic "renaissance," with two pointed towers at the west front and one pinnacled at the east, bearing the reputation of being almost equal, in both grandeur and elaborate architecture, to that of Strasbourg—while within there are many splendid side-chapels, handsome monuments, the old "Coffin of the Cid," chained up against a wall, and constantly thronging men and women who show the dark eyes and picturesque costumes of Spain; several other handsome churches; and the bones of the Cid, kept in a walnut urn in the chapel of the Town Hall.

From Burgos by rail to

Valladolid, very handsomely situated on the left bank of the river Pisuerga, at its confluence with the Esqueva. Formerly another of the capitals of Spain; and seat of a University of eminence, which still remains; and notable as having been the death-place of Columbus. Its principal present attraction is the Museum, with some good pictures and sculptures; and it has also the old Royal Palace (decayed) and a Cathedral worth visiting. From Valladolid by rail to

MADRID, the capital of Spain, standing in the middle of a plain nearly twenty-five hundred feet above the level of the sea (boasting to be the "highest capital in Europe"), with a population approaching 300,000, a climate which requires warm wrapping up for nine months and constant fanning for three (French *mot* with reference to this: "*La Madrid a neuf mois d'hiver et trois mois d'enfer!*"—literally, "nine months winter and three hot enough for the infernal regions"), a painful absence of shade, and a history of much interest, especially in the earlier centuries, before Philip II., when it had not yet become the exclusive capital of Spain, to the disadvantage of the half-dozen former capitals of provinces—Toledo, Cordova, Seville, Granada, Burgos, etc.

The fashionable promenade and drive of Madrid is

The Prado, considered among the finest, as it is among the largest, public-grounds and afternoon-drives, in Europe, nearly two miles long and thickly studded with elm-trees; and the centre of the city

and place where Madrid life of all sorts may best be seen, is the

Puerto del Sol, or Central Square, where the most infinite variety of characters and costumes may be observed, nearly every province having its representatives and no two provinces dressing alike. An early visit, of course, is always paid to the

Royal Palace, an immense and imposing pile, built by Philip V., covering a space of 470 feet in each direction by one hundred feet in height, and considered one of the most magnificent royal residences in the world. The interior is said to be especially rich in statues and marbles, and in the gorgeousness of the throne-room; but owing to the vandalism of some of the visitors, a few years ago, no admissions are now granted. A fine statue of Philip IV. stands in the gardens adjoining. At the southern end of the Palace is the

Royal Armory (admission on any day by presenting passports), containing probably the finest single collection of old armor, weapons and warlike curiosities, on the globe—among the most notable, armor worn by Charles V., Philip II., Francis I. (of France), Christopher Columbus, Queen Isabella (at the siege of Granada), etc.; with a very rich collection of guns and other weapons, a crowned and robed effigy of St. Ferdinand, etc. The Naval Museum, near, has also many notable curiosities. But the greatest of all attractions, at Madrid, is the

Royal Picture-Gallery, containing undoubtedly one of the finest as well as most extensive collections in the world—the only collection of works of the

great Spanish painter Velasquez, in point of fact, being found here, as well as the "Immaculate Conception" and many of the best other works of Murillo, and hosts of those of Spagnoletto, of Rubens, of Titian, of Vandyke, of Claude Lorraine, of Raphael, Correggio, and all the group of great masters, demanding days to give them even reasonable attention. (Complete catalogues can be found at the doors, and admission can be procured every day.) The

Churches of Madrid are many and mean, as compared with several other Continental cities. The most interesting is the Convent of Atocha, with its miracle-working Virgin, and the handsomest that of San Francisco. The

Palacio del Congreso (Congress Hall of Spain), Hôtel de Ville and other public buildings, are also worth a visit.

A day should be devoted to an excursion, by rail, to

The Escorial, church-palace-tomb of the Spanish monarchs, built by Philip II. in fulfilment of a vow, and probably the largest specimen of architectural bulk on earth, after the Egyptian pyramids. It is 700 feet long by 564 wide; massively ugly without and massively-gorgeous within; while the royal vault chamber, under the high altar, where all the kings are buried, in marble sarcophagi with names in gilt letters, in niches in the deep walls—may well vie with any other attainable spot in its mixed and painful lesson. The Sacrista should also be noted, for its fine frescoes; the Dome should be ascended (for those

strong of leg) to obtain the fine view therefrom; and many other objects of interest will be found—among others the room where Philip II. died in torture, and the Casa del Principe, a perfect toy-house, with furniture and pictures, built for Charles IV. when in his boyhood.

A Bull-Fight may be witnessed within almost any three days of stay in Madrid, in the Plaza de Toros, an amphitheatre in the outskirts—by any who are desirous of feasting themselves with a little extra-brutality. But it is pleasant to say that the laws of Spain do not make it obligatory upon the traveller that he *shall* do so before leaving the capital!

From Madrid by rail (changing trains at Alcazar), and by Ciudad Real, with perhaps a dash of *diligencia* (stage-coach) for a portion of the route, as the finishing and running of Spanish railways is always a little problematical—to

CORDOVA, on the Guadalquivir, once the capital of the Moors in Spain, and where the celebrated "Cordova leather" used to be manufactured, but now in decay and tumble-down, with only a few leading curiosities remaining, in the Great Mosque with its "Moorish battlements and Catholic dome" and its "Court of Oranges"; the Bishop's Palace, also in a state of decay; the ruins of the Palace of the Moorish Kings, etc.

From Cordova by rail to

SEVILLE, also on the Guadalquivir, famous for its oranges, its picturesquely-dirty people (gipsies included—from whom Murillo was said to have drawn many of his models),—for the

Giralda, splendid square Moorish tower, of 350 feet in height, and one of the most picturesque of the works of that race, remaining; the

Cathedral, with its massive Gothic architecture, its "Court of Oranges," too, its magnificent stained-glass windows and many fine pictures, with some of Murillo's master-works among others; the

Museo, where the wealth of pictures by Murillo (native of Seville) is to be seen; the

Alcazar, part of an old Moorish palace, now rebuilt; and the Casa de Pilato, said to be an exact imitation of Pontius Pilate's house at Jerusalem.

From Seville by rail, across the beautiful wine-producing districts of Andalusia, to

Cadiz, on the Bay of Cadiz, the great seaport of southwestern Spain, its commercial interest oddly mingled with the reputation of possessing the most beautiful women in Spain—the "dark-eyed girls of Cadiz," sung by Byron, Moore, Hans Christian Anderssen, and others. It has two fine promenades—on the Alameda, and on the fortifications near the port, where the sea-view is especially beautiful at evening and the crowd of loungers very picturesque.

Cadiz (wonderful relief!) happens to have no old Cathedrals, Museums or ruins, worth the visiting, so that it forms the pleasantest of places for a little lounging and sea-coast life, those feminine people with the dark eyes, long lashes and passionate temperaments being kept duly in view!

From Cadiz by steamer, through the straits of Gibraltar, with views of the wonderful natural and

artificial fortification of Gibraltar, and also of Tangier, on the Barbary coast, opposite—to

Malaga, famous for its wine and raisin, lemon and orange export-trade, and one of the most important commercial cities of Spain. It has a handsome modern Cathedral, a pleasant Alameda for promenading, and the loveliest of climates for pulmonary invalids; and like Cadiz, it offers no bother of art or antiquity, except the ruins of the walls built by its Carthaginian founders.

From Malaga by diligence, by Loja (about fifteen hours), to

Granada, the old Moorish capital, on the Darro, lying on a beautiful plain some 2,000 feet above the level of the sea, and at the base of the Sierra Nevada Mountains. It is very oriental of aspect, especially from the minarets which yet remain from the Moorish days; and its climate vies with that of Malaga for temperature and healthiness. But of course the visit to Granada is principally paid, by travellers from all parts of the world, and yet more by Americans, familiar with Washington Irving's "Alhambra" and Prescott's "Ferdinand and Isabella"—to see

The Alhambra (guide or *valet de place* necessary), the old palace of the Moorish kings, and by far the finest Saracenic remain in Europe. All the features of this "wonder in the earth" will be shown by guide and local guide-book, and any attempted enumeration of them, here, would be idle. From approaching the entrance, where stands the unfinished palace of Charles V., the front split by an

earthquake and the work stopped in consequence—from the Alberca, or Fish-Pond (Bathing-room of the Sultanas), through the Repose-room, the Bath-rooms of the King and Princes, the Saloon of La Barca, the Saloon of the Two Sisters, the Hall of the Ambassadors, the Saloon of the Abencerrages, the great Court of the Lions—through all these, and others, and everywhere, the airy lightness of Oriental work in marble, the effect of mingled color, the adaptation of natural forms (as flowers, snow-wreaths, leaves, etc.) to the purposes of art, form a combination of beauty and grandeur to which only the one word can be applied—bewildering. Hours must be spent in wandering through the Alhambra and remembering the power, crimes, virtues and sorrows of the race who built it; but days would be better adapted to that end.

Granada has yet other attractions, in the

Cathedral, a massive structure, of the sixteenth century, with some statues and pictures within; the

Genoralife, another fine Moorish remain, opposite the Alhambra and across the deep ravine beside it—now belonging to a Genoese nobleman, who has never even taken the trouble to visit it; the Torre de la Vela, near the Alhambra, commanding a fine view of the architectural wonders; the Gold-Washings in the Darro, where the ladies go on St. John's Eve to wash their faces and derive good complexions for the year; the Carthusian Convent (a mile from the town), with some good marbles; etc., etc.

From Granada, return to Malaga by diligence, thence to Marseilles by steam, for route northward.

HINTS FOR POLAND, RUSSIA, SWEDEN, ETC.

For a brief run through the more northern countries of Europe, a direction lately growing into greater favor with Americans, especially in summer tours, —the following brief and concise directions will be found useful, and all that the tourist will need for marking out and pursuing his route, with the use of local guide-books and personal information *en route*, for particulars. [Route as marked, going northward by the Eastern division of the tour, and returning by the Western; but may be easily reversed, by those who wish to go northward first, from North Germany or the Channel, and return later for Austria, Italy, Switzerland, etc.]

Most convenient points of departure for the Northern tour by the East, are BERLIN, or DRESDEN. From Berlin by rail, by Bromberg and Konigsberg, to Wilna (see following); or from Dresden by *Breslau* (Silesia); *Cracow* (Poland) to

WARSAW, chief city of Poland and capital of that country before its partition, with Palace of Villanoff, Palace and Gardens of Lazienski, museums, field of the great Battle of Grokow, etc. Warsaw to

Wilna, important town of Russia (with rail communication westward to Konigsberg, on the Baltic).

From Wilna direct railway has been for some time in course of construction, to Smolensk and thence

to Moscow. If finished, route will be so taken; but in the event of the non-completion of the line, rail will be pursued from Wilna, northward to

Dunaberg (railway connection westward to Riga, on the Baltic). From Dunaberg, rail eastward to Smolensk (junction of the two lines, from Riga, by Dunaberg, to Moscow, and from Wilna to the same place). From Smolensk, direct to Mojaisk, etc., and to

Moscow, capital of Southern Russia, place famous as the turning-point of the first Napoleon's victorious career, and of itself most interesting and attractive, from its semi-Asiatic features. Principal objects for hasty visits, the Kremlin (citadel); the Terema, or old residence of the Emperors; the Great and Small Palaces; Treasury and Arsenal, with interesting collections; Cathedrals of the Assumption and Archangel Michael (with tombs of Czars); Tower of Ivan Veliki (splendid view); Redeemer's and St. Nicholas Gates; University; Empress' Villa, etc.

[From Moscow is to be made, in July or August, by rail direct, or by boat on the Volga from Tver (20 miles on rail towards St. Petersburgh), or going by one route and returning by the other—advisable, if time allows,—to

Nijni-Novgorod, on the Volga, with one of the most extensive and interesting Annual Fairs in the world, bringing together in a marked manner the people and productions of Europe and Asia, and affording an excellent glimpse of the life of the Northern Orient. Return to Moscow for pursuing route northward.]

From Moscow, direct by rail, by Tver, Spirovskia,

and many other stations of more or less importance, to

ST. PETERSBURGH, capital of Russia, and principal city of all the far-north. This great city, founded by Peter the Great, lies on the Neva, and the marshes connected with that river, and is considered to vie with any other capital of Europe in splendor and picturesqueness. Its principal promenade is the Nevskoi Perspective, with the magnificent Winter Palace of the Emperor, one of the largest in the world, fronting upon it; near it the Hermitage (great collection of pictures); the Marble Palace, Court Theatre, etc. Among other prominent objects of interest in the great city of the North, are the Michailoff, Tauridæ and Annitchkoff Palaces; the Admiralty (celebrated equestrian statue of Peter the Great, near it); the monuments of the Romanzoffs, Alexander I, Marshal Suwaroff, etc.; the Cathedral of our Lady of Kazan; St. Peter and St. Paul, Smolnoi and Isak Churches (Isak Bridge near the latter); old and new Arsenals (with fine warlike collections); Museums (that of Peter the Great, especially); Monastery of St. Alexander Nevskoi; Summer Gardens, and those of Catharineshoff; Palace and grounds of the Tzarsko Selo (in the suburbs); many and fine theatres, etc.

Leave St. Petersburgh by steamer direct (twice a week), or by rail to *Helsingfors* and thence by steamer—down the Gulf of Finland and across the Baltic, to

STOCKHOLM, capital of Sweden, lying on islands at the entrance of Lake Maelar, with long and fine

bridges, a Royal Palace (picture galleries and library); Cathedral of St. Nicholas; Ridderholm Church (royal mausoleum, and with many memorials of Gustavus Adolphus); and many other objects of interest.

From Stockholm, by rail to Malmo, thence by boat to

COPENHAGEN, capital of Denmark, with Christiansburg, Rosenberg, and other Palaces; Cathedral of Notre Dame; Royal Museum; Thorwaldsen Museum, with tomb and many of the best works of that great sculptor, etc. From Copenhagen, steamer to Lubeck and Hamburg, for Northern Germany or the Channel.

Or, from Stockholm by the Gotha Canal, across Sweden, by Lakes Maelar, Roxen, Boren, Wetter and Wenner, and the great Falls of Trolhatta, to *Gothenberg*, whence steamer to Copenhagen, to Hamburg, or to Hull (immediate return to England). Or, from Stockholm by rail, to CHRISTIANA, capital of Norway, and steamer thence to Copenhagen, Hamburg or Hull. Or, from Christiana by steamer to *Christiansand*, and thence to *Bergen* and Hammerfest, for visits to the North Cape, etc. (See following.)

[To see the Midnight Sun, at the North Cape, without having made any portion of the great Northern Tour, take steamer at Leith (port of Edinburgh, Scotland) or Hull, England (reached from York or Leeds) to Bergen (Norway); thence steamer to Hammerfest, the most northerly port in Europe; thence wagon (always ready) to the Cape, where arrival should be made by or about June 20th.]

[It need scarcely be said that all conveniences are best subserved by making the Northern tour, if at all, in the hottest months of the summer—the latter half of June, any part or all of July and August. For the tour, the same preparations, only, as for one among the Alps, are necessary: thick wraps and stout shoes for any pedestrianizing; and the former, at all events, for even summer sailing on the Baltic or riding in Northern Russia, Sweden or Norway.]

HINTS FOR A SHORT TOUR IN THE EAST.

STRICTLY speaking, the short-trip tourist does not make any run to what is called "the East:" if he does, he is in danger of moulting his title in the very act, and becoming the "long-trip" traveller—just as the Frenchman's little dog, all the value of which consisted in his remaining little, would insist upon growing to a big dog, and thus spoiled himself. It may be, however, that some of those who begin with the intention of only making short trips in Europe, may change their intention or find themselves differently circumstanced from what they had supposed; and it is especially for their benefit that the following mere hints and outlines for seeing the most interesting portion of the Orient in economic connection (time and money, both), is here inserted.

The most convenient point, generally, at which the routes before marked out can be departed from, is to be found at Venice. From that Italian city, by rail to

TRIESTE, the most important commercial town of Austria, and the successor of Venice to the great trade of all that portion of the Mediterranean—lying at the head (northeast) of the Adriatic Sea. Its principal interest lies in its harbor, where a system of canals (devised principally by the Empress Maria

Theresa) supplies the want of natural advantages. It has, however, two interesting public squares, the Piazza Grande and Borsenplatz; a Cathedral (Byzantine) of the fourth century; and what is called the Piazzetta (little place) de Ricardo, where Richard Cœur de Lion is alleged to have been confined by the Duke of Austria on his return from the Crusades, leading to the charming poetical story of his discovery by the minstrel Blondel.

At Trieste is to be taken one of the steamers of the Austrian Lloyds (a corporation which vies with the French Messageries Impériales and the English Peninsular and Oriental Company, in lines running everywhere) through the Grecian Archipelago, to

The Piræus, port of Athens, from which is reached, four miles distant,

Athens, capital of Greece, and historically as well as artistically one of the most interesting cities on the globe. Its history is too well known, as connected with science, the arts and letters, to need even the briefest reference; and to those who *do* need such reminder, something more than the few words of the guide-book would be found necessary. Among the most notable of the great architectural remains which make Athens the wonder of the world, are the ruined Parthenon, or Temple of Minerva; the Acropolis; Mars Hill (or the Areopagus), where St. Paul preached to the "too superstitious" men of Athens; the Tower of the Winds; the Arch of Hadrian; the Temple of Jupiter Olympus; etc.; while no one sojourning any time at Athens, should fail to visit the Battle-field of Marathon, in the immediate

neighborhood. (Excellent local guide-books, in English, can be purchased at Athens, and for any stay they will be found indispensable.)

From Athens, by steamer, through the loveliest and most noted of the islands of the Archipelago,—by Rhodes, famous as the old seat of the Knights of St. John of Jerusalem; by Patmos, where St. John wrote the Revelation, while in Roman banishment; by Samos, noted in heathen mythology as the birth-place of Juno, and also as the birth-place of the coveted "Samian wine" that Byron ordered "dashed down," in his "Isles of Greece;" by Scio, the largest island of the Levant, and one of the loveliest; by Mytilene, the ancient Lesbos, where "Sappho the Lesbian" had her birth and home; by Tenedos, etc., through the narrow passage of the Dardanelles, into and through the Sea of Marmora, by Abydos (scene of Byron's well-known poem, the "Bride of Abydos"), to

CONSTANTINOPLE, on the European or western side of the Bosphorus (Turkey in Europe), the capital of the Turkish Empire, with nearly or quite a million of inhabitants, and bearing the same relation to the East that is borne by Rome to Western Europe. It was originally "Byzantium," from its Greek founder Byzas; but had little importance until refounded by the Emperor Constantine, and made the capital of the Eastern Empire, in the fourth century. It has filled quite as large a space in history as even Rome—has been fought over, around and about, nearly as much, even in comparison to time as the City of Mexico—has been repeatedly besieged, and twice captured: once in 1204, by the Second

Crusaders, and again in 1453 by the Turks, since which time it has been in Mohammedan possession and supplied the Turkish capital.

Constantinople is considered to be one of the loveliest cities, in situation, on the globe, the Golden Horn (curved branch of the Bosphorus), forming a magnificent harbor, and the shaded suburbs forming a fine background to the tall spires (minarets) of the many mosques which have replaced the Christian churches. Within, however, the city is dirty, ill-laid-out and badly-built. The old walls still exist, with seven of the original forty-three gates; and the suburbs of Pera, Galata and Tophana have a certain beauty, even near—especially the two former, where most foreigners reside.

The leading objects of interest are the Bazaars, where Oriental trade may be seen in all its oddity and shiftlessness; the Sultan's Seraglio (outside); the Mosques of St. Sophia (visited by permission of the Sultan, obtained through the Embassy of the visitor's nation), of Solyman the Magnificent, Sultan Achmet and Mohammed the Second; the Cemeteries, by far the handsomest things connected with the city, etc.

From Constantinople, by steamer, to

Smyrna, in Asiatic Turkey, the most important commercial city in Asia Minor, where, for the first time, the Orient may be seen in its full glory—the city squalid, the society and trading-community mixed of all Eastern nations, and figs so plenty (Smyrna being the great depot of this fruit) that they become almost a "drug in the market."

From Smyrna, by steamer, to

Beirut (or Beyrout), in Syria, a very old town of no particular present consequence, except as a port, though it has historical recollection as the Greek Berytus, a noted seat of learning, and also in connection with the Crusades.

At Beirut horses and guides will be procured across the Syrian plains, two days, to the mighty and magnificent

Ruins of Baalbec, by far the most ponderous and among the most interesting of the early architectural remains of the East, dwarfing all others in the weight of the single stones and the extent of labor (some of the wall-stones measure each 30 feet long, 15 wide and 13 deep!) thrown together in a limited space, in the Temple of the Sun, that of Jupiter, and the Circular Temple. From Baalbec on, by the same mode of travel, to

Damascus, called the oldest city in the world, and founded by Uz, the grandson of Noah, some 4,000 or 4,500 years ago!—alternately the Syrian capital of the Babylonians, the Persians, the Romans, the Saracens (Arabic Mohammedans) and now of the Turks. It is especially noted for its flat-roofed houses (for sleeping upon), mean without but handsome within—for its beautiful gardens—for its bazaars—and as having for centuries produced the peculiarly-tempered swords known as the "Damascus blades," as well as the artistic work in metal-polishing known as "damascening." It has, of course, a wonderful history, Pagan, Mohammedan (through Mohammed) and Christian (through St.

Paul); and it has an Oriental sleepy magnificence peculiar to its air. There are several mosques, with the Great Mosque principal and said to contain the head of John the Baptist in a gold casket; and there is an old Castle of immense size, with moat, etc., but ruined and dismantled within.

From Damascus, with horses and guides, as before, by Banias (Cesarea Philippi), Safed, Capernaum, Tiberias, Nazareth (birthplace of the Saviour), Jenin, Samaria and Nablous (the ancient Shechem), to

JERUSALEM, the "Holy City," as Rome has been called the "Eternal"—with the places held "Holy" by all Christians—first among them the Church of the Holy Sepulchre, on Mt. Calvary, covering the spot where the body of the Saviour was laid, as also (as alleged) that where He was crucified; the Garden of Gethsemane, the Mount of Olives, the site of Solomon's Temple, and so many other spots and relics connected with sacred history, that a reminder of them would be only an insult. That task may well be left, in detail, to the guides, who will be found quite sufficiently garrulous, in a dozen languages. Outside of and near the city will of course be visited the Valley of Jehoshaphat, the town of Bethany, etc.; and a more extended excursion, occupying three days, will be made to the Dead Sea and the Jordan where it enters that remarkable and thankless lake.

From Jerusalem to the coast, the way will still be pursued with guides and horses, two days' travel (stopping the single night at the Convent at Ramleh), to

Jaffa, on the coast of Syria (eastern end of the Mediterranean Sea). Jaffa has a bad harbor, difficult of landing in rough weather; and it has no other special interest to travellers than the still-remaining (shown) "House of Simon the Tanner," where St. Peter had his vision, instructing him as to what was "uncleanness."

At Jaffa, steamer will be taken to

ALEXANDRIA, in Egypt—at the western mouth of the Nile—the seaport and commercial city of that nation—founded, as the name implies, by Alexander the Great, and splendidly situated between the mouth and Lake Mareotis, while a canal connects it with the Rosetta mouth. It has two ports—the old harbor, on the west, and the new, on the east,—and owes its principal modern importance to the fact of being the landing-place of all the many great lines of steamers on the routes to India and to and from the different ports of the Mediterranean. Of course it has a world of antique history, as the name of its founder recalls, as also the fact that it possessed the celebrated Alexandrian Library, burned by an ignorant tyrant. It has few curiosities, but some of the highest interest, including the celebrated Pompey's Pillar, at the south side, near the walls—erected in honor of the Emperor Diocletian, A. D. 296; the two Cleopatra's Needles, one standing and one fallen and partially covered, at the east side, near the sea —alleged to have been erected in 1495 B. C., and so to be of the ripe age of over 3,360 years; the Pacha's Palace; Catacombs, etc. A very mixed society will be found at Alexandria, but scarcely more oriental

than at Marseilles, and the city may be said to be more than half European.

From Alexandria by rail, some 130 miles up the Nile, to

Cairo, the chief city and capital of Egypt, with nearly half a million of inhabitants and all the Oriental characteristics exaggerated—no place on earth showing a greater variety in the costume of citizens, and none more oddity in narrow and dirty streets, odd mosques, bazaars, and everything ultra-Mussulmanish. Days may be spent in studying it—the Constantinople of Africa.

One of the first visits, at Cairo, should be paid to the Citadel, to catch the magnificent view of the Nile, the Pyramids, the four hundred mosques of the city, the distant desert, etc. Some of the splendid Mosques will then be visited—especially the new one of Mehemet Ali, the old ones of Taylóon, Sultan Hassan, Sultan Kalóon; some of the Palaces—among others those of Mehemet Ali and Ibrahim Pacha; Joseph's Well, supposed to have been hewn in the rock under the direction of the son of Jacob when ruling in Egypt; some of the fine Gardens surrounding the walls, etc.

The most indispensable of excursions from Cairo is that to the Pyramids, about twelve miles either way—made on donkey-back, with guides. Too much observation and admiration cannot well be bestowed upon the master pile of Cheops, with its two lesser companions and six very much smaller; but there is no law in Egypt to compel the ascent of any one of them, and some sensible people avoid that exer-

cise and its fatigue and extortion. Near the Pyramids is the wonderful Sphynx; and not far distant, on the Nile bank, are the few scattered ruins that remain of the once mighty city of Memphis—all easily embraced in the one day's excursion.

Of course the Nile will receive due attention, as a river and a terrestrial shower. It is from Cairo that all the boating parties start, up the river; but the American short-trip traveller may well content himself with a brief sail or row, and leave the ascent to sleepier or more leisurely people.

Return from Cairo to Alexandria; then take one of the steamers of the English Peninsular and Oriental Company, down the Mediterranean, to

MALTA, the celebrated Mediterranean island of Great Britain, lying about fifty miles southward of Sicily—with a most interesting history, especially in connection with the Knights, driven away from the Crusades, who so long held it against the Turks. Its port, Valetta, has a fine harbor, is splendidly fortified, and shows many remains of the old warlike times; while in the Palace of the Grand Master may be found a splendid collection of old arms and trophies, in the Armory, with many fine pictures by Maltese painters; and these and the Church of St. John, the Grotto of St. Paul (near the town) the Catacombs of St. Paul, etc., would be certain to fill more time than the hurried traveller is likely to have at command.

From Malta to Marseilles, by steamer—ending the route, of which it may be said, in addition, that it may be very hurriedly made, from Trieste to Mar-

seilles, in six to seven weeks, but should properly require ten to thirteen.

Or, as may be easily discovered from the number of steamers and different lines, trips may be arranged to embrace one or another part of it—with or without Constantinople—with or without Jerusalem—with or without Alexandria and Egypt, etc., if something of the East is specially desired and yet the pressure on time or means is too great to admit of all.

[It is at Alexandria that arrangements will be made for visiting the lately opened (Nov. 1869) Suez Canal, which commences at Port Said, some 150 miles East of Alexandria, and cuts the Isthmus to Suez, on the Red Sea. From Alexandria the visit may be made by steamer to Port Said, with what run up the Canal may be advisable; or the tourist may go from Cairo to Suez by rail, and come through the Canal to Port Said by any steamer stopping at Suez, and not strictly confined to through passengers coming from farther East or going to farther West.]

A FEW USEFUL PHRASES IN FRENCH AND GERMAN.

THE promise was made, in one of the early papers of this volume, that a few words and phrases should be given, at the close, calculated to render an actual assistance in countries of Europe where only French or German should happen to be met. That promise is now to be kept, with the understanding recalled that no attempt is intended at supplying either a "conversation-book" or a glossary — that only those few words and phrases are set down, in both French and German, with a decent understanding of which experience has proved that travel and sight-seeing can be pretty well managed in the countries where those tongues are in use, while without them, to say the least, one gets along badly enough if at all. It is not to be expected that anything here, can render much assistance in understanding replies made: that advantage can only be secured by understanding the languages, or acquired through continued conversations: to be able to ask for things wanted, and direct things necessary to be done, is the only rational immediate hope of the mere English speaker, even assisted by these following pages which seem so incomplete and have yet cost such extended labor.

FRENCH.

A FEW SIMPLE RULES WORTH REMEMBERING.

1st. The French *i* generally sounds like the English *e*.

2d. The French *e* generally sounds like the English *a*.

4th. The French *ll* generally sounds like the English *y*.

5th. The French *en* generally manages to become a cross between *on* and *ong*.

7th. The concluding consonant of a word, in French, is ruthlessly sacrificed when the next word commences with a consonant; but when that next word commences with a vowel, the concluding consonant of the previous word is not sacrificed but carried over and stuck fast to the other.

8th. *Le* (the) is always masculine; *la* is always feminine, and the sex of the words they adjoin is understood by them. *Les*, the plural, however, is both masculine and feminine. The first is pronounced as nearly as possible like the English *luh*, the second like *lah*, and the third *lay*.

9th. *De* (of), *du* (of the), and *des* (of, or of the, plural), are sounded *duh*, *deu*, *day*.

6th. *Eur*, which in English sounds as *ure*, in French leaves out the *u* in sound and is simply *er*.

3d. *E* with an acute accent (é) is always pronounced like *a* long, as in "*côté*," where the pronunciation is *kotay*; *e* with a grave accent (è) is always pronounced like the English *e* in "met," as in "*caractère*," pronounced "*karackter*," with accent on the last syllable; while *e* with the broad accent (ê) is sounded long and broadly, with a cross between English *e* and *a*, as in "*tête*," pronounced *tayt* (nearly).

10th. The French idiom, or arrangement of sentences, is generally the exact reverse of the English; so that when any doubt exists as to which of two adjoining words to place first, it is generally nearest safe to remember what the English would be, and reverse it.

11th. The French noun is not perfect, as the English is, without the article before it: they cannot say *Amerique* (America), but *l'Amerique* (literally *the* America).

12th. Generally, the habit of the French language does not permit words to be *implied*, like the English: they must be *expressed*.

13th. *Re*, concluding a French word, is so lightly used that it is little more than a roll of the *r*, and is sometimes scarcely heard at all, as in *Louvre*, *quatre*, sounded *Louvrrr*, *quatrrr*.

14th. The French *qu* generally sounds as *k*, as in *qui* (who), pronounced *ke*.

15th. The more that words are chopped up, mangled, swallowed, and ejected through the nose (like tobacco-smoke by old smokers), the more possibility will exist of their being understood by a Frenchman.

MONTHS OF THE YEAR AND DAYS OF THE WEEK.

ENGLISH.	FRENCH.	PRONOUNCED.
January,	*Janvier*,	Jhonvay.
February,	*Fevrier*,	Fevray.
March,	*Mars*,	Marrs.
April,	*Avril*,	Ahvreel.
May,	*Mai*,	Myee.
June,	*Juin*,	Jhuan.
July,	*Juillet*,	Jhuelay.
August,	*Aôut*,	Ah-oo.
September,	*Septembre*,	Septombr.
October,	*Octobre*,	Octobr.
November,	*Novembre*,	Novombr.
December,	*Décembre*,	Daysombr.
Monday,	*Lundi*,	Loondee.
Tuesday,	*Mardi*,	Mardee.
Wednesday,	*Mercredi*,	Mayrcraydee.
Thursday,	*Jeudi*,	Jhudee.
Friday,	*Vendredi*,	Vondraydee.
Saturday,	*Samedi*,	Somdee.
Sunday,	*Dimanche*,	Deemonshee

NUMERALS AND ORDINALS.

One,	*Un*,	oon.
Two,	*Deux*,	deu.
Three,	*Trois*,	trwa.
Four,	*Quatre*,	Kawtr.
Five,	*Cinque or cinq*,	sankg.
Six,	*Six*,	ziss.
Seven,	*Sept*,	set.
Eight,	*Huit*,	wheet.
Nine,	*Neuf*,	noof.
Ten,	*Dix*,	diss.
Eleven,	*Onze*,	onz.
Twelve,	*Douze*,	dooz.
Thirteen,	*Treize*,	trayz.
Fourteen,	*Quatorze*,	kahtorz.
Fifteen,	*Quinze*,	kanz.
Sixteen,	*Seize*,	sayz.
Seventeen,	*Dix-sept*,	diss-set.
Eighteen,	*Dix-huit*	diss-whet
Nineteen,	*Dix-neuf*,	diss-noof.
Twenty,	*Vingt*,	vant.
Thirty.	*Trente*,	tront.

ENGLISH.	FRENCH.	PRONUNCIATION.
Forty,	*Quarante*,	karont.
Fifty,	*Cinquante*,	sankant.
Sixty,	*Soixante*,	swassant.
Seventy,	*Soixante-dix*,	swassant-diss.
Eighty,	*Quatre-vingt*,	kawt-vant.
Ninety,	*Quatre-vingt-dix*,	kawt-vant-diss.
One Hundred,	*Cent*,	sawnt.
One Thousand,	*Un Mille*,	oon meel.
One Million,	*Un Milion*,	oon meelyong.
First,	*Prèmier* (*e*, fem.),	prem-yare.
Second,	*Second* (*e*, fem.),	se-kond.
do.,	*Deuzième*,	dyoozhee-em.
Third,	*Troisième*,	trwazee-em.
Fourth,	*Quatrième*,	kawtree-em.
Fifth,	*Cinquième*,	sawnkee-em.
Sixth,	*Sixième*,	zissee-em.
Seventh,	*Septième*,	settee-em.
Eighth,	*Huitième*,	wheetee-em.
Ninth,	*Neuvième*,	noovee-em.
Tenth,	*Dixième*,	dizzee-em.
Eleventh,	*Onzième*,	onzee-em.
Twelfth,	*Douzième*,	dooze-em.
Thirteenth,	*Treizième*,	treze-em.
Fourteenth,	*Quatorzième*,	katorzee-em.
Fifteenth,	*Quinzième*,	kanzee-em.
Sixteenth,	*Seizeième*,	seezee-em.
Seventeenth,	*Dix-septième*,	dissitee-em.
Eighteenth,	*Dix-huitième*,	disswheete-em.
Nineteenth,	*Dix-neuvième*,	dissnovee-em.
Twentieth,	*Vingtième*,	vantee-em.
Thirtieth,	*Trentième*,	trontee-em.
Fortieth,	*Quarantième*,	karontee-em,
	etc., etc., etc.	

A FEW NAMES OF VERY COMMON OBJECTS AND PERSONS.

(*With different prefixes.*)

The bread,	*Le pain*,	leh pan.
The salt,	*Le sel*,	leh sel.
Some butter,	*Du beurre*,	deuh berr.
A knife,	*Un couteau*,	oon cohto.
A fork,	*Une fourchette*,	oon forchet.
The dish,	*L'assiette*,	l' ashyet.

ENGLISH.	FRENCH.	PRONUNCIATION.
A napkin,	*Une serviette*,	oon survyet.
The eggs,	*Des œufs*,	dez ufe.
Beef,	*Le bœuf*,	leh beff.
Roast beef,	*Rosbif*,	r-r-oasbif.
Some potatoes,	*Des pommes de terre*,	day pom deh tair.
Oysters,	*Les huîtres*,	lez weeter.
Mutton	*Le mouton*,	leh mootong.
Veal,	*Le veau*,	leh vo.
Some pork,	*Du porc*,	deuh pork.
Some cherries,	*Quelque cerises*,	kelke sareese.
The table,	*La table*,	lah tahble.
Pepper,	*Le poivre*,	leh pwavr.
Mustard,	*La moutarde*,	lah mootard.
That church	*Cette église*,	set eeglees.
This street,	*Cette rue ci*,	set reuw see.
The street-corner,	*Le coin de la rue*,	leh quan deh lah roo.
A bottle,	*Une bouteille*,	oon bootyee.
The goblet (glass),	*Le verre*,	leh verr.
A cup,	*Une tasse*,	oon tas.
Some coffee,	*Du café*,	deuh caffay.
A cup of tea,	*Une tasse de thé*,	oon tas deh tay.
A big fish,	*Un gros poisson*,	oon gro pwasson.
The little dog,	*Le petit chien*,	leh paytee sheeon.
My soup,	*Mon potage*,	mon po-tahj.
Your brandy,	*Votre eau de vie*,	vootr o devee.
Our cucumbers,	*Nos concombres*,	no concombr.
A spoon,	*Une cuiller*,	oon koolyare.
The carriage,	*La voiture*,	lah vwateur.
The railway,	*Le chemin de fer*,	leh shaman deh fair.
The shoes,	*Les souliers*,	lay solyair.
A pair of boots,	*Une pair de bottes*,	oon piar day boat.
A coat,	*Un habit*,	oon abbee.
The trowsers,	*Les culottes*	lay cooloat.
A new vest,	*Un gilet nouveau*,	oon jelay novo.
The waiter,	*Le garçon*,	leh garsoon.
The prison,	*La prison*,	lah pre-zon.
The doctor,	*Le docteur*,	leh docterr.
do	*Le médecin*,	leh maydeesan.
The hotel,	*L'hôtel*,	lotel.
A stairway,	*Un escalier*,	oon eskalyay.
A bed,	*Un lit*,	oon lee.
The bed-chamber,	*La chambre à coucher*,	leh shambr ah cooshay.
A furnished room,	*Une chambre garnie*,	oon shambr garnee.
A beef-steak,	*Un biftek*,	oon biftek.
A beef-steak well done,	*Un bifted bien cuit*,	oon biftek beyon quee.
do rare done,	*do saignant*,	do sagnyong.

ENGLISH.	FRENCH.	PRONUNCIATION.
Fried potatoes,	*Pommes de terre frites*,	pom de tayr frete.
A looking-glass,	*Un miroir*,	oon meerwa.
An umbrella,	*Oon parapluie*,	oon paraplu.
Thomas's hat,	*Le chapeau de Thomas*,	leh shappo deh Tomas.
The other horse,	*L'autre cheval*,	lotr shayvol.
Wine,	*Le vin*,	leh van.
Some water,	*De l'eau*,	dello.
The comb,	*Le peigne*,	leh pine.
The window,	*La fenetre*,	lah faynayter.
The door,	*La porte*,	lah poart.
A great house,	*Une grande maison*,	oon grond miyeson.
The portier,	*Le portier*,	leh portya.
Breakfast,	*Le dejeuner*,	leh dejunay.
Dinner.	*Le diner*,	leh deenay.
Supper,	*Le souper*,	leh soopay.
A handkerchief,	*Un mouchoir*,	oon mooshwar.
The watch,	*La montre*,	lah montr.
A little clock,	*Une petite cloche*,	oon patee cloash.
A room,	*Un appartement*,	oon appartmawng.
Our gloves,	*Nos gants*,	no gawnt.
The shirts,	*Les chemises*,	la shem-eese.
A trunk,	*Une malle*,	oon mal.
My basket,	*Mon pannier*,	mawng panya.
The theatre,	*Le théatre*,	lah teeatr.
A theatre-box,	*Une loge de theâtre*,	oon loaj deh teeatr.
Reserved seats,	*Places numéroteés*	plass numayroatay.
A seat in the theatre,	*Un place au théâtre*,	oon plass oh teeatr.
A ticket of admission,	*Un billet d'entrée*,	oon beyea dawntray.
The porter,	*Le concierge*,	leh consairghe.
A chamber maid,	*Une femme de chambre*,	von fam deh chambre.
Meats,	*Viandes*,	veeond.
The baggage,	*Le bagage*,	leh bahgahzj.
An attendant,	*Un valet de place*,	oon vallee deh plass.
A body servant,	*Un valet de chambre*,	oon vallee deh shombr.

QUESTIONS, ANSWERS AND INQUIRIES, OFTENEST USEFUL.

Railway Travelling.

[*To buy a ticket, etc., at the office.*]

TRAVELLER.—*Monsieur, je désire un billet pour Paris.* (*Pronounced:* Jzhe dayseer oon beyea poor Parreese. *English:* Sir, I wish a ticket to Paris.)

Ticket-Seller.—*Certainement, Monsieur; qu'elle classe voulez vous?* (*Pro.* Sertanmong, Mossiew; kel clahs voolay voo? *Eng.* Certainly, sir; what class will you have?)

Trav.—*Qu'el est le prix des places?* (*Pro.* Kel ay leh pree da plass. *Eng.* What is the price of places.)

Ticket-S.—*Les premières coutent cinquante francs, et les secondes trente francs.* (*Pro.* La prameyer cootont sankont fronk, ay la segond tront fronk. *Eng.* The first cost fifty francs, the second thirty.)

Trav.—*Donnez moi les secondes, s'il vous plaît.* (*Pro.* Donneh mwa lay segond, seel voo play. *Eng.* Give me the second, if you please.)

Ticket-S.—*Combien de places, Monsieur?* (*Pro.* Combeyon deh plass, Mossiew. *Eng.* How many places, sir?)

Trav.—*Une pour moi seulement.* (*Pro.* Oon poor mwa, soolmawng. *Eng.* One for myself only.)

Ticket-S.—*Voici, Monsieur.* (*Pro.* Wahsee, Mossiew. *Eng.* Here it is, sir.)

[*Making Inquiries.*]

Question.—*A qu'elle heure part le train pour Paris?* (*Pro.* Ah kel oor par leh tran poor Parree? *Eng.* At what hour does the train start for Paris?)

Answer.—*Le train part à dix heures.* (*Pro.* Leh tran par tah dee soor. *Eng.* The train leaves at ten o'clock.)

Qu.—*Où nous arrêterons nous pour dînèr?* (*Pro.* Oo noo sarrayteron noo poor denay? *Eng.* Where do we stop for dinner?

Ans.—*A Rouen, Monsieur.* (*Pro.* Ah Ruan, Mossiew. *Eng.* At Rouen, sir.)

Qu.—*Combien de temps s'arrête-t-on ici?* (*Pro.* Combeyon deh tom sah rayteton esee? *Eng.* How long time do we stop here?)

Ans.—*Vingt minutes d'arrêt.* (*Pro.* Vant meenwheet darray. *Eng.* Twenty minutes of stoppage.)

Qu.—*A qu'elle heure partirons nous?* (*Pro.* Ah kel oor parteron noo? *Eng.* At what hour do we start?)

Ans.—*Dans quinze minutes, Monsieur.* (*Pro.* Dawn kanz meenwheet, Mossiew. *Eng.* In fifteen minutes, sir.)

Qu.—*Est ce le train pour Dijon?* (*Pro.* Ay see leh tran poor Deejzhon? *Eng.* Is this the train for Dijon?)

Ans.—*Non, Monsieur; ce train est dix minutes en retard.* (*Pro.* Non. Mossiew; seh tran a dee meenwheet on raytard. *Eng.* No, sir; that train is ten minutes behind.)

Ans.—*Oui, Monsieur; ce train en droit.* (*Pro.* Wee, Mossiew; set tran on drwat. *Eng.* Yes, sir; that train on the right.)

Qu.—*Changeons nous à la prochaine station?* (*Pro.* Shonjayon noo ah lah proshain stahshon? *Eng.* Do we change at the next station?)

Ans.—*Non, Monsieur; le prèmier change est à Bellegarde.* *Pro.* Nong,

Mossiew; leh premya shonje es tah Belgard. *Eng.* **No, sir; the first change is at Bellegarde.)**

[*Warnings and Demands.*]

Guard or Porter.—*Monsieur a-t-il d'avantage de bagage?* (*Pro.* Mossiew ah teel dah vantahzj deh bahgahzj? *Eng.* **Has the gentleman any more baggage?**)

Trav.—*Non, Monsieur—tout le bagage est dans la voiture.* (*Pro.* Nong, Mossiew—too leh bahgahzj ay dawn lah vwahteur. *Eng.* No, sir—all the luggage [American, "baggage"] is in the carriage.)

Guard.—*Vos billets, Mesdames et Messieurs.* (*Pro.* Vo beyea, Maydam ay Messiew. *Eng.* **Your tickets, ladies and gentlemen.**)

Guard.—*En voiture, Messieurs!—en voiture!* (*Pro.* On vwahteur, Messiew!—on vwahteur! *Eng.* **Take your carriages, gentlemen!**)

Guard.—*En voiture, de suite, Messieurs, s'il vous plait!* (*Pro.* On vwateur, deh sweet, Messiew, seel voo play! *Eng.* **Take your carriages, gentlemen, in a hurry, if you please!**)

Guard.—*Change de voitures, Messieurs!* (*Pro.* Shonjay deh **vwateur, Messiew!** *Eng.* **Change carriages, gentlemen!**)

Taking Carriages and Riding.

Trav.—(*To Cabman, on stand*) *Cocher, ète vous libre?* (*Pro.* Coshay, ettay voo leebr? *Eng.* **Cabman, are you free?** [disengaged.]

Cabman.—*Non, Monsieur, j'attends quelqu'un.* (*Pro.* Nong, Mossiew zjahttond kelkoon. *Eng.* **No, sir; I am waiting for some one.**)

Cabman.—*Oui, Monsieur—je suis libre.* (*Pro.* Wee, Mossiew, jeh swee leebr. *Eng.* **Yes, sir, I am disengaged.**)

Trav.—*Donnez moi votre carte.* *Pro.* Donneh mwa voatr cart. *Eng.* **Give me your card—*i. e.*, the card of prices which all French cabmen carry with them.**)

Trav.—*Je vous prends à la course.* (*Pro.* Je voo prand ah lah coorse. *Eng.* **I engage you for the route to which I wish to go.**) Or,

Trav.—*Je vous prends à l'heure.* (*Pro.* Je voo prend ah loor. *Eng.* **I take you by the hour.**

Cabman.—*Où faut-il vous conduire Monsieur?* (*Pro.* Oo fo teel voo con dweer Mossiew? *Eng.* **Where does the gentleman wish to be taken?**

Trav. *Au Grand Hôtel;* or, *au Boulevard Poissonnière, numero cinquante-huit.* (*Pro.* Oh Gron Dotel; or, oh Boolevard Pwassonyer, numero sankont-wheet. *Eng.* **To the Grand Hotel; or, to the Boulevard Poissonière, number fifty-eight.**)

Trav.—*Allez!* (*Pro.* Allay! *Eng.* **Go on!**)

Trav.—*Marchez! marchez!* (*Pro.* Marshay! **marshay!** *Eng.* **Faster!** faster!)

Trav.—*Pas si vite!* or, *Allez plus doucement!* (*Pro.* Pah se veet; or allay ploo doosmong. *Eng.* Go more slowly.)

Trav. (When getting out of the cab, to have it wait)—*Attendez moi ici: je vais revenir;* or, *je reviens dans quelque minutes.* (*Pro.* Je vay rayvaneer; or, je rayveeon dawn kelk meenwheet. *Eng.* Wait for me here I will return; or, I will return in a few minutes.)

Cabman.—*Mon argent, Monsieur!* (*Pro.* Mong arjong, Mossiew! *Eng* My money, sir!

Trav.—*Voici.* (*Pro.* Vwassee. *Eng.* Here it is.)

Cabman.—*Plus encore le pour boire, Monsieur!* (*Pro.* Ploo sancoar leh poor bwar, Mossiew! *Eng.* More yet, sir; the drink-money!)

Trav.—*Combien de pour boire?* (*Pro.* Combeyon deh poor bwar? *Eng.* How much drink-money?)

Trav.—*Ce n'est pas possible de payer rien de plus.* (*Pro.* Ce nay pah poseebl deh paya reeon deh ploo. *Eng.* It is not possible [for me] to pay any thing more.)

Trav.—*Arrêtez!* or, *arrêtez vous, cocher!* (*Pro.* arraytay; or, arraytay vous, coshay. *Eng.* Stop! or, stop, coachman.)

Eating and Drinking.

Orders to Waiters.—*Garçon, faites moi servir.* (*Pro.* Gahsoon, fayt mwa sareveer. *Eng.* Waiter, attend on me.) *Je désire dîner.* (*Pro.* Je deseer deenay. *Eng.* I wish dinner.) *Donnez moi du potage à la Julienne.* (*Pro.* Donnay mwa deuh potahj ah lah Jzhulion. *Eng.* Give me some soup a la Julienne.) *Du rosbif bien cuit.* (*Pro.* Deuh roosbif beeyon quee. *Eng.* Some roast-beef well done.) *Du rosbif saignant.* (*Pro.* Deuh roasbif sainyong. *Eng.* Some roast-beef rare.) *Du porc roti.* (*Pro.* Deuh pork roatee. *Eng.* Some roast pork.) *Du pain.* (*Pro.* Deuh pan. *Eng.* Some bread.) *Encore un peu plus de beurre.* (*Pro.* Oncoar oon pew ploo deh burr. *Eng.* A little more butter.) *Une tasse de café.* (*Pro.* Oon tass deh caffay. *Eng.* A cup of coffee.) *Un verre d'eau.* (*Pro.* Oon vayr doe. *Eng.* A glass of water.) *Un verre d'eau glacée.* (*Pro.* Oon vayr doe glassay. *Eng.* A glass of ice-water.) *Des pomme de terre.* (*Pro.* Day pom deh tayr. *Eng.* Some potatoes.) *Une bouteille de vin rouge.* (*Pro.* Oon bootye deh van ruzjh. *Eng.* A bottle of red wine.) *Une demi-bouteille de vin blanc.* (*Pro.* Oon daymee bootye de van blong. *Eng.* A half-bottle of white wine.) *Apportez moi un assiette propre.* (*Pro.* Apporteh mwa oon awsyet proapr. *Eng.* Bring me a clean plate.) *Un fricassée de poulet.* (*Pro.* Oon frecasay deh poolay. *Eng.* A chicken fricasee.) *Deux côtelets de veau.* (*Pro.* Deuh cotaylay de vo. *Eng.* Two veal cutlets.) *Du mouton bouilli.* (*Pro.* Deuh mootong boolee. *Eng.* Some boiled mutton.) *Deux œufs frits.* (*Pro.* Deuz ufe freet. *Eng.* Two fried eggs.) *Du poissons bodilli.* (*Pro.* Deuh pwassong boolee. *Eng.* Boiled fish.) *Du pain au sucre.* (*Pro.* Deuh pan o sukr. *Eng.* Some cake.) *Du pâtés de*

fruits. (*Pro.* Denh Pahtay de fruee. *Eng.* Some fruit pies.) *Du sucre.* (*Pro.* Deuh soocr. *Eng.* Some sugar.) *Le sel.* (*Eng.* The salt.) *Un autre cuiller.* (*Pro.* Oon otre queelay. *Eng.* Another spoon.) *Une assiette, un couteau, une fourchette, et une serviette.* (*Pro.* Oon awsseyet, oon coeto, oon forshet et oon sairveeyet. *Eng.* A plate, a knife, a fork and a napkin.) *L'addition, s'il vous plait.* (*Pro.* Laddishong, seel voo play. *Eng.* The bill, if you please.)

Greetings.

Bon jour, Monsieur. (*Pro.* Bong joor, Mossiew. *Eng.* Good-morning, sir.) *Bon soir.* (*Pro.* Bong swar. *Eng.* Good evening, when meeting; and good-night, when separating.) *Adieu!* (*Pro.* Ahdeyou. *Eng.* Good-bye.) *Au revoir.* (*Pro.* O rayvwar. *Eng.* Farewell, but to return—literally, good-bye for a little while.) *J'ai l'honneur de vous saluer.* (*Pro.* Sjay lonner deh voo salooer. *Eng.* I have the honor to salute you.) *Permittez moi de prendre congé de vous.* (*Pro.* Permeetay mwa deh prondr conjay deh voo. *Eng.* Permit me to take leave of you.) *Merci, Madam!* (*Pro.* Mayrsee, Mahdam! *Eng.* Thank you, Madame!) *Mille remerciêments, Mademoiselle.* (*Pro.* Meel raymayr shemons, Madmwasel. *Eng.* A thousand thanks, Miss.) *Je vous remercie, Monsieur.* (*Pro.* Je voo raymayrci, Mossiew. *Eng.* I thank you, sir.)

Inquiries, etc.

Pardon, Monsieur! (*Pro.* Pardong, Mossiew. *Eng.* Beg pardon, sir! [always to be used in accosting any stranger or making apology for any *contretemps.*]) *Je vous prîe de m'indiquer cette addresse, etc.* (*Pro.* Sje voo pree deh mandeekay cet address, etc. *Eng.* I beg you to indicate to me that address, etc.) *Dans quelle direction est l'Eglise de St. Roch?* (*Pro.* Dawn kel derecshon ay layglee de San Roash. *Eng.* In what direction is the church of St. Roch?) *Ou est située cette rue?* (*Pro.* Oo ay seetuay set roo? *Eng.* Where is that street situated?) *Qu'elle est cette maison?* (*Pro.* Kel ay set myeson? *Eng.* What house is that?) *Enface est-ce une maison de modes?* (*Pro.* On fass ay se oon myeson deh moad? *Eng.* Is that the fashion-shop, opposite?) *De quel coté la Bourse, à droite ou à gauche?* (*Pro.* Deh kel cotay lah Boors, ah drwat ou ah goash? *Eng.* Which way is the Bourse, to the right or the left?) *J'ai besoin d'habits.* (*Pro.* Sjay ba-swan dabbee. *Eng.* I desire some clothes [in buying].) *Quel en est le prix, etc.* (*Pro.* Kel on ay leh pree, etc. *Eng.* What is the price, etc.) *C'est trop cher!* (*Pro.* See ay tro share. *Eng.* That is too dear or high-priced.)

Finding Interpreter or Guide.

Je dêsire un interprète. *Pro.* Sje daseer oon antayrpret. *Eng.* I wish an interpreter.) *Je voudrais un garcon pour me montre les places princi-*

pales. *Pro.* Sje voodray oon garsoon poor montr me lay plass pransee pal. *Eng.* I require a servant to point me out the principal places [of interest.]) *Je désire un valet de place qui parle l'Anglais.* (*Pro.* Je daseer oon vallee deh plass ke parl long-glay. *Eng.* I wish a valet who speaks English.) *Y'a-t-il quelqu'un ici que parle Analais ? Pro.* Ee ateel kelkoon esee kee parl Ongglay? *Eng.* Is there any one here who speaks English? *Qui voulez vous qui m'accompagner adjourd-hui?* (*Pro.* Kee voolay voo kee maccompang adjerdwhee? *Eng.* What do you ask, to accompany me during this day?) *Qui demandez vous*, etc. (*Pro.* Kee damandah voo, etc. *Eng.* What do you demand, etc.)

Entering, Finding Persons, etc.

Q. (Knocking or at a door.) *Puis-je entrer?* or, *me permittez vous d'entrer?* (*Pro.* Pweege ontra? or, me permeetta voo dontra? *Eng.* May I come in? or, Will you permit me to enter?) A. *Entrez!* or *Certainement!* (*Pro.* Ontray! or, Certanmong. *Eng.* Come in, or, Certainly.) Q. *Monsieur H., est-il à la maison?* or, *est-il chez lui? Pro.* Mossiew H., esteel ah la myesong? or, esteel sha luee? *Eng.* Mr. H., is he in the house? or, is he at home?) A. *Oui, Monsieur, Mons. H. est dans sa chambre.* (*Pro.* Wee, Mossiew, Mossiew H. a don sah shombr. *Eng.* Yes, sir, Mr. H. is in his room.) Q. *Puis-je le voir?* (Pro. Pweege sje leh vwar? *Eng.* Can I see him?) Or, *Demandez lui si'l peut me recevoir.* (*Pro.* Daymanday luee seel peut me raysayvwar. *Eng.* Ask him if he is able to see me.) A. *Non, Monsieur, Mons. H. n'est pas à la maison;* or, *n'est pas chez lui.* (*Pro.* Nong, Mossiew, Mossiew H. neeay pah ah lah myeson; or, neeay pah sha luee. *Eng.* No, sir, Mr. H. is not in the house; or, is not at home.) Q. *A qu'elle heure rentrer a-t-il? Pro.* Ah kel oor rontrara-teel? *Eng.* At what hour will he return? *Remettez mon carte à Mons. H., s'il vous plait.* (*Pro.* Rametta mon cart ah Mossiew H., seel voo play. *Eng.* Send my card to Mr. H., if you please.)

Language.

Parlez vous le Francais? (*Pro.* Parlay voo leh Fronsay? *Eng.* Do you speak French?) *Parlez vous l'Anglais?* (*Pro.* Parlay voo long-glay? *Eng.* Do you speak English?) *Y' a-t-il quelqu'un ici qui parle l'Anglais?* (*Pro.* Eeeateel kelkoon esee kee parl longglay? *Eng.* Is any one here who speaks English?) *M' entendez vous?* (*Pro.* Man-tanday vous? *Eng.* Do you understand me?) *Me comprenez vous?* (*Pro.* Me compranay voo? *Eng.* Do you comprehend me?) *Je vous comprends très-bien.* (*Pro.* Sje voo comprond tray beeon. *Eng.* I understand you, very well.) *Je ne vous comprends pas.* (*Pro.* Sje ne voo comprond pah. *Eng.* I do not understand you.) *Qui appellez vous*, etc. (*Pro.* Cappella voo, etc. *Eng.* What do you call, etc.) *Rèpétez, s'il vous plait;* or, *rèpétez, je vous prie.* (*Pro.* Raypaytay, seel voo

play; or, raypeetay sje voo pree. *Eng.* Repeat, if you please; or, I beg you.) *Je parle mal de Français: parlez plus doucement, je vous prie.* (*Pro.* Sje parl mal deh Fronsay: parlay ploo ducemong, sje voo pree. *Eng.* I speak bad French: speak more slowly, I beg you.)

In Want.

Je suis très pauvre! faites moi du charité, pour l'amour de Dieu! (*Pro.* Sje swee tray poavre: fayt mwa duh charitay, poor lamoor deh Deyoo. *Eng.* I am very poor: do me some charity, for the love of God!) Or, *Pour l'amour de la très Sainte Vierge.* (*Pro.* Poor lamoor deh lah tray Sant Vairj! *Eng.* For the love of the most Blessed Virgin.) *J'ai très faim!* (*Pro.* Sjay tray fam. *Eng.* I am very hungry.) *J'ai très froid!* (*Pro.* S'jay tray frwa. *Eng.* I am very cold.) *J'ai très soif!* (*Pro* Sjay tray swaf. *Eng.* I am very thirsty.) *J'n'ai pas d'argent!* *Pro.* Je na pah larghong. *Eng.* I have no money.)

In Sudden Sickness or Accident.

Je suis malade. (*Pro.* Sje swee mahlad. *Eng.* I am sick.) *Je suis très malade.* (*Pro.* Sje swee tray mahlad. *Eng.* I am very sick.) *J'ai mal à la tête.* (*Pro.* Sjay mal ah lah tayt. *Eng.* I have sickness in the head.) *Ma jambe est cassée.* *Pro.* Ma jhomb a cazzay. *Eng.* My leg [or my arm—*mon bras*, brah] is broken.) *Je vous prie de me faire conduite immédiatement chez un pharmacien.* (*Pro.* Sje voo pree deh me fair condwee immeedjatemong shez oon pharmahsheeon. *Eng.* I beg you to have me taken at once to a doctor's-shop.) *Conduisez moi immédiatement chez un docteur Anglais, Messieurs, je vous prie.* (*Pro.* Condweesa mwa immeedjatemong chez oon docter Ongglay, Messiew, sje voo pree. *Eng.* Take me immediately to an English doctor, gentlemen, I beg you.)

[For reasons that will be, as the sensational writers say, "obvious to the meanest capacity," no attempt is made at instructing the untravelled American as to any words or formulas of *love-making* in France. Two reasons *might* be adduced, in case of extreme necessity: one, that the writer is totally uninstructed on that special subject; the other, that none of his clients are likely to need much instruction. At all events, he declines to assume any responsibility.]

GERMAN.

The following table of the German vowels and consonants differing in sound from the English, may aid in understanding the spelling of the pronunciation, and insure as much accuracy as is possible by printed characters.

A sounds like *ah* in *ah!* or *a* in *father, party;* for example, *das glas,* pronounced *dahs glahs.* It should be remembered that in the spelling of the pronunciation, the *ah* is not designed to lengthen the syllable, but simply to represent the sound of the *a.*

E is equal to *ay* in *day,* as *der,* pronounced *dayr.* It has also the sound of the English *e* in *ell,* as *elfte — elf'ty;* and that of *y* in *twenty,* as *erste — ayrs'ty.*

I sounds like *ee* in *cheer,* as *mir — meer,* and also as *i* in *pin,* as *bin — bin.*

U is equivalent to *oo* in *poor,* as *nur — noor.*

Ae or *ä* equals *ay* in *may.* It is so like the usual sound of *e* that it is seldom distinguished from that letter in the pronunciation.

Oe, or *ö* has no equivalent in English. It is like the French *eu* in *feu,* and approximates very nearly the *i* in *girl,* as *hören—hu'ray.*

Ue, or *ü* is nearly like *u* in *avenue,* or the French *u* in *lu,* as *über — ew'ber.*

Au — ow in *how,* as *haus — howss.*

Eu — oy in *boy,* as *heute — hoy'tay.*

Ei — y in *fly,* or *ey* in *eye, mein — meyn.*

B, at the end of syllables, is pronounced like *p,* as *halb — hahlp; Kalbfleisch — Kahlpfleysh.* Elsewhere like the English *b.*

D, at the end of syllables, has the sound of *t,* as *und — oont; gesundheit — gay-zoont'heyt.* Elsewhere, like the English *d.*

G — g in *give,* at the beginning of syllables, as *gut — goot.* At the end it has a sound between *g* and *k.* There is nothing like it in English, and is represented in the following pages by *hg,* as *vierzig — fear'tsihg.*

J sounds like *y* in *you,* as *ja — yah; jäger — yay'ger.*

S, at the beginning of syllables, sounds like *z* in *zone,* as *sein — zeyn.* Elsewhere like *s* in *son,* as *maus — mowss.*

V has the sound of *f,* as *von — fon; vier — fear.*

W is like *v,* as *wenn — ven; wasser — vahs'ser.*

Z sounds like *ts* in *rats,* as *zehn — tsayn; zu — tsoo.*

Ch is pronounced like *k,* at the beginning of syllables, as *chor — kore.* Elsewhere, either like *ch* in the Scotch word *loch,* as *buch — booch,* or, not quite so gutteral, as in *ich.*

Sch — sh in *shine,* as *fleisch — fleysh.*

MONTHS OF THE YEAR AND DAYS OF THE WEEK.

ENGLISH.	GERMAN.	PRONOUNCED.
January,	*Januar*,	Yah'noo-ahr.
February,	*Februar*,	Fay'broo-ahr.
March,	*März*,	Merts.
April,	*April*,	Ah-pril'.
May,	*Mai*,	My.
June,	*Juni*,	Yoo'nee.
July,	*Juli*,	You'lee.
August,	*August*,	Ow-goost'.
September,	*September*,	Zep-tem'ber.
October,	*October*,	Oc-to'ber.
November,	*November*,	No-vem'ber.
December,	*December*,	Day-tsem'ber.
Monday,	*Montag*,	Moan'tahg.
Tuesday,	*Dienstag*,	Deens'tahg.
Wednesday,	*Mittwoch*,	Mit'vohch.
Thursday,	*Donnerstag*,	Don'ners-tahg
Friday,	*Freitag*,	Fry'tahg.
Saturday,	*Sonnabend*; or	Zon'ah-bent; or
	Samstag,	Zahms'tahg.
Sunday,	*Sonntag*,	Zon'tahg.

NUMERALS AND ORDINALS.

One,	*Eins*,	Eyns.
Two,	*Zwei*,	Tsvy.
Three,	*Drei*,	Dry.
Four,	*Vier*,	Fear.
Five,	*Fünf*,	Feunf.
Six,	*Sechs*,	Zex.
Seven,	*Sieben*,	Zee'b'n.
Eight,	*Acht*,	Ahcht.
Nine,	*Neun*,	Noyn.
Ten,	*Zehn*,	Tsayn.
Eleven,	*Elf*,	Elf.
Twelve,	*Zwölf*,	Tsvulf.
Thirteen,	*Dreizehn*,	Dry'tsayn.
Fourteen,	*Vierzehn*,	Fear'tsayn.
Fifteen,	*Fünfzehn*,	Feunf'tsayn.
Sixteen,	*Sechzehn*,	Zech'tsayn.
Seventeen,	*Siebzehn*,	Zeeb'tsayn.
Eighteen,	*Achtzehn*,	Ahcht'tsayn.

ENGLISH.	GERMAN.	PRONOUNCED.
Nineteen,	*Neunzehn*,	Noyn'tsayn.
Twenty,	*Zwanzig*,	Tsvahn'tsihg.
Thirty,	*Dreissig*,	Dry'sihg.
Forty,	*Vierzig*,	Fear'tsihg.
Fifty,	*Fünfzig*,	Feunf'tsihg.
Sixty,	*Sechzig*,	Zech'tsihg.
Seventy,	*Siebzig*,	Zeeb'tsihg.
Eighty,	*Achtzig*,	Ahcht'tsihg.
Ninety,	*Neunzig*,	Noyn'tsihg.
One hundred,	*Ein Hundert*,	Eyn Hoon'dert.
One thousand,	*Ein Tausend*,	Eyn Taw's'nt.
One million,	*Eine Million*,	Ey'nay Mill-yohn'.

	M.	F.	N.		
First,	*Der*,	*die*,	*das erste*,	Dayr, dee, dahs ayrs'ty.	
Second,	"	"	" *zweite*,	" " "	tsvy'ty.
Third,	"	"	" *dritte*,	" " "	drit'ty.
Fourth,	"	"	" *vierte*,	" " "	fear'ty.
Fifth,	"	"	" *fünfte*,	" " "	feunf'ty.
Sixth,	"	"	" *sechste*,	" " "	zex'ty.
Seventh,	"	"	" *siebente*,	" " "	see'b'n-ty.
Eighth,	"	"	" *achte*,	" " "	ahch'ty.
Ninth,	"	"	" *neunte*,	" " "	noyn'ty.
Tenth,	"	"	" *zehnte*,	" " "	tsayn'ty.
Eleventh,	"	"	" *elfte*,	" " "	elf'ty.
Twelfth,	"	"	" *zwölfte*,	" " "	tsvulf'ty.
Thirteenth,	"	"	" *dreizehnte*,	" " "	dry'tsayn-ty.
Fourteenth,	"	"	" *vierzehnte*,	" " "	fear'tsayn-ty.
Fifteenth,	"	"	" *fünfzehnte*,	" " "	feunf'tsayn-ty.
Sixteenth,	"	"	" *sechzehnte*,	" " "	zech'tsayn-ty.
Seventeenth,	"	"	" *siebzehnte*,	" " "	zeeb'tsayn-ty.
Eighteenth,	"	"	" *achtzehnte*,	" " "	ahcht'tsayn-ty.
Nineteenth,	"	"	" *neunzehnte*,	" " "	noyn'tsayn-ty.
Twentieth,	"	"	" *zwanzigste*,	" " "	tsvahn'tsihg-sty
Thirtieth,	"	"	" *dreissigste*,	" " "	dry'sihg-sty.
Fortieth,	"	"	" *vierzigste*,	" " "	fear'tsihg-sty.
Fiftieth,	"	"	" *fünfzigste*,	" " "	feunf' tsihg-sty.

A FEW NAMES OF VERY COMMON OBJECTS AND PERSONS.

(*With different Prefixes.*)

The bread,	*Das Brod*,	Dahs Broht.
The salt,	*Das Salz*,	Dahs Zalts.
Some butter,	*Etwas Butter*,	Et'vahs Boot'ter.

ENGLISH.	GERMAN.	PRONOUNCED
A knife,	*Ein Messer*,	Eyn Mes'ser.
A fork,	*Eine Gabel*,	Ey'nay Gah'b'l.
The dish,	*Die Schüssel*,	Dee Sheus's'l.
A napkin,	*Eine Serviette*,	Ey'nay Zer-vyet'tay.
The eggs,	*Die Eier*,	Dee Ey'er.
Beef,	*Rindfleisch*,	Rint'fleysh.
Roast beef,	*Geröstetes Rindfleisch*,	Gay-reus'tay-tes Rint'fleysh.
Some potatoes,	*Einige Kartoffeln*,	Ey'nee-gay Car-tof'feln.
Oysters,	*Austern*,	Ows'tern.
Mutton,	*Hammelfleisch*,	Hahm'mel-fleysh.
Veal,	*Kalbfleisch*,	Kahlp'fleysh.
Some pork,	*Etwas Schweinefleisch*,	Et'vahs Shvy'ny-fleysh.
A few cherries,	*Einige Kirschen*,	Ey'nee-gay Keer'shen.
The table,	*Der Tisch*,	Dayr Tish.
Pepper,	*Pfeffer*,	Pfef'fer.
Mustard,	*Senf*,	Zenf.
That church,	*Jene Kirche*,	Yay'nay Keer'chay.
This street,	*Diese Strasse*,	Dee'zay Strahs'say.
The street corner,	*Die Strassenecke*,	Dee Strahs'sen-ek-kay.
A bottle,	*Eine Flasche*,	Ey'nay Flah'shay.
The goblet (glass),	*Das Glas*,	Dahs Glahs.
A cup,	*Eine Tasse*,	Ey'nay Tahs'say.
A saucer,	*Eine Untertasse*,	Ey'nay Oon'ter-tahs'say
Some coffee,	*Etwas Kaffee*,	Et'vahs Kahf'fay.
A cup of tea,	*Eine Tasse Thee*,	Ey'nay Tahs'say Tay.
A big fish,	*Eine grosser Fisch*,	Eyn gros'ser Fish.
The little dog,	*Der kleine Hund*,	Dayr kly'nay Hoont.
My soup,	*Meine Suppe*,	My'nay Zoop'pay.
Your brandy,	*Ihr Branntwein*,	Ear Brahnt'veyn.
Our cucumbers,	*Unsere Gurken*,	Oon'z'ray Goor'ken.
A spoon,	*Ein Löffel*,	Eyn Leuf'f'l.
The carriage,	*Die Kutsche*,	Dee Koot'shay.
The railway,	*Die Eisenbahn*,	Dee Ey'zen-bahn.
The shoes,	*Die Schuhe*,	Dee Schoo'ay.
A pair of boots,	*Ein Paar Stiefel*,	Eyn Pahr Stee'f'l.
A coat,	*Ein Rock*,	Eyn Rock.
The trowsers,	*Die Beinkleider*,	Dee Beyn'kley-der.
The prison,	*Das Gefängniss*,	Dahs Gay-feng'niss.
The doctor,	*Der Doktor*,	Dayr Doc'tor.
The physician,	*Der Arzt*,	Dayr Ahrtst.
The hotel,	*Der Gasthof*,	Dayr Gahst'hof.
A stairway,	*Eine Treppe*,	Ey'nay Trep'pay.
A bed,	*Ein Bett*,	Eyn Bet.
The bedchamber,	*Das Schlafzimmer*,	Dahs Shlahf'tsim-mer.
A furnished room,	*Ein möblirtes Zimmer*,	Eyn mu-bleer'tes Tsim'mer

ENGLISH.	GERMAN.	PRONOUNCED.
A beefsteak,	*Eine geröstete Rindfleisch Scheibe,*	Ey'nay gay-rus'tay-ty Rint' fleysh Shy'bay.
Meat well done,	*Fleisch völlig gar,*	Fleysh ful'lihg gahr.
Rare meat,	*Halb gares Fleisch,*	Hahlp gah'res Fleysh.
Fried potatoes,	*Gebratene Kartoffeln,*	Gay-brah't'nay Car-tof'feln.
A looking-glass,	*Ein Spiegel,*	Eyn Spee'g'l.
An umbrella,	*Ein Regenschirm,*	Eyn Ray'gen-sheerm.
John's hat,	*Johann's Hut,*	Yo-hahn''s Hoot.
The other horse,	*Das andere Pferd,*	Dahs ahn'd'ray Pfayrt.
Wine,	*Wein,*	Veyn.
Some water,	*Etwas Wasser,*	Et'vahs Vahs'ser.
The comb,	*Der Kamm,*	Dayr Kahm.
The window,	*Das Fenster,*	Dahs Fens'ter.
The door,	*Die Thür,*	Dee Teur.
A great house,	*Ein grosses Haus,*	Eyn gros'sess Howss.
The porter,	*Der Pförtner,*	Dayr Phurt'ner.
Breakfast,	*Frühstück,*	Freu'steuk.
Dinner,	*Mittagsmahl,*	Mit'tahgs-mahl.
Supper,	*Abendessen,*	Ah'bent-es'sen.
A handkerchief,	*Ein Schnupftuch,*	Eyn Shnoopf'tooch.
The watch,	*Die Taschenuhr,*	Die Tah'shen-oor.
A little clock,	*Eine kleine Wanduhr,*	Ey'nay kly'nay Vahnt'oor.
A pen,	*Eine Feder,*	Ey'nay Fay'der.
Our gloves,	*Unsere Handschuhe,*	Oon'z'ray Hahnt'shoo-ay.
The shirts,	*Die Hemden,*	Dee Hem'den.
A trunk,	*Ein Koffer,*	Eyn Kof'fer.
My basket,	*Mein Korb,*	Meyn Korp.
The theatre,	*Das Theater,*	Dahs Tay-ah'ter.
A theatre-box,	*Eine Loge des Theaters,*	Ey'nay Lo'jay des Tay-ah'ters.
Reserved seats,	*Vorbehaltene Sitze,*	For-bay-hahl't'ny Zit'say.
A seat in a theatre,	*Ein Sitz in einem Theater,*	Eyn Zits in ey'nem Tay-ah'ter.
A ticket of admission,	*Ein Einlasszettel,*	Eyn Eyn'lahs-tset't'l.
A body-servant,	*Ein Kammerdiener,*	Eyn Kahm'mer-dee'ner.
A chambermaid,	*Ein Kammermädchen,*	Eyn Kahm'mer-mayd'gen.
The baggage,	*Das Gepäck,*	Dahs Gay-peck'.

QUESTIONS, ANSWERS AND INQUIRIES, OFTEN USEFUL.

Railway Travelling.

[*To buy a Ticket, etc., at the Office.*]

TRAVELLER.—*Mein Herr, geben Sie mir ein Reisebillet nach Paris.* (*Pronounced.* Meyn Hayr, gay'ben zee meer eyn Rey'zay-bill-yet' nahch Pah-reess'. *English.* Sir, give me a ticket to Paris.)

TICKET SELLER.—*Ja, mein Herr. Welche Klasse?* (*Pro.* Yah, meyn Hayr Vel-chay Klahs-say? *Eng.* Yes, sir. What class?)

TRAV.—*Was kosten die Plätze?* (*Pro.* Vahs kos'ten dee Plet'say? *Eng.* What is the price of places?)

TICKET S.—*Die Ersten kosten fünf Thaler, die zweiten kosten drei Thaler.* (*Pro.* Dee ayre'ten kos'ten feunf Tah'ler, dee tsvy'ten kos'ten dry Tah'ler. *Eng.* The first cost five dollars, the second three.)

TRAV.—*Geben Sie mir gefälligst eins zweiter Klasse.* (*Pro.* Gay'ben zee meer gay-fel'lihgst eyns tsvy'ter Klahs-say. *Eng.* Please give me one of the second class.)

TICKET S.—*Wie viele, mein Herr?* (*Pro.* Vee fee'lay, meyn Hayr? *Eng.* How many, sir?)

TRAV.—*Oh, nur eins für mich.* (*Pro.* Oh, noor eyns feur mich. *Eng.* Oh, one for myself only.)

TICKET S.—*Hier ist es, mein Herr.* (*Pro.* Heer ist es, meyn Hayr. *Eng.* Here it is, sir.)

[*Making Inquiries.*]

QUESTION.—*Um welche Uhr geht der Zug nach Paris ab?* (*Pro.* Oom vel'-chay Oohr gayt dayr Tsoohg nahg Pa-reess' ahb? *Eng.* At what hour does the train start for Paris?)

ANSWER.—*Der Zug geht um zehn Uhr ab.* (*Pro.* Dayr Tsoohg gayt oom tsayn Oohr ahb. *Eng.* The train starts at ten o'clock.)

QU.—*Wo halten wir zum Mittag an?* (*Pro.* Voh hahl'ten veer tsoom Mit-tahg ahn? *Eng.* Where do we stop for dinner?)

ANS.—*In Rouen, mein Herr.* (*Pro.* In Rouen, meyn Hayr. *Eng.* At Rouen, sir.)

QU.—*Wie lange halten wir hier an?* (*Pro.* Vee lahng'ay hahl'ten veer heer ahn? *Eng.* How long do we stop here?)

ANS.—*Zwanzig Minuten.* (*Pro.* Tsvahn'tsihg Min-oo'ten. *Eng.* Twenty minutes.)

QU.—*Um wie viel Uhr gehen wir ab?* (*Pro.* Oom vee feel Oohr gay'h'n veer ahb? *Eng.* At what hour do we start?)

ANS.—*In einer Viertel Stunde, mein Herr.* (*Pro.* In ey'ner fear'tell Stoon' day, meyn Hayr. *Eng.* In a quarter of an hour, sir.)

QU.—*Ist dies der Zug nach Dijon?* (*Pro.* Ist deess dayr Tsoogh nahg Dijon? *Eng.* Is this the train for Dijon?)

ANS.—*Nein, mein Herr; der Zug geht zehn Minuten später.* (*Pro.* Neyn, meyn Hayr, dayr Tsoohg gayt tsayn Min-oo'ten spay'ter. *Eng.* No, sir, that train goes ten minutes later.)

QU.—*Ist das der Zug?* (*Pro.* Ist dahs dayr Tsoohg? *Eng.* Is that the train?)

ANS.—*Ja, mein Herr; der Zug zur Rechten.* (*Pro.* Yah, meyn Hayr; dayr Tsoohg tsoor Rech'ten. *Eng.* Yes, sir; the train on the right.)

QU.—*Wechseln wir die Wagen an der nächsten Station?* (*Pro.* Vek'seln

veer dee Vah'gen ahn dayr nayk'sten Staht-zyon'? *Eng.* Do we change at the next station?)

ANS.—*Nein, mein Herr; der erste Wechsel ist in Bellegarde.* (*Pro.* Neyn, meyn Hayr; dayr ayrs'ty Vek'sel ist in Bellegarde. *Eng.* No, sir; the first change is at Bellegarde.)

[*Warnings and Demands.*]

GUARD, OR PORTER.—*Hat der Herr noch mehr Gepäck?* (*Pro.* Haht dayr Hayr noch mayr Gay-peck'? *Eng.* Has the gentleman any more baggage?)

TRAVELLER.—*Nein, mein Herr; es ist alles in der Kutsche.* (*Pro.* Neyn, meyn Hayr; es ist ahl'less in dayr Coot'shay. *Eng.* No, sir; it is all in the carriage.)

GUARD.—*Meine Herren und Damen, Ihre Billete!* (*Pro.* Mey'ny Hayrn oont Dah'men, Ee'ray Bill-yet'tay! *Eng.* Gentlemen and ladies, your tickets?)

GUARD.—*Steigen Sie ein, meine Herren!* (*Pro.* Stey'gen Zee eyn, mey'ny Hayrn! *Eng.* Take your carriages, gentlemen!)

GUARD.—*Steigen Sie gefälligst schnell ein, meine Herren!* (*Pro.* Stey'gen Zee ge-fel'lihgst shnell eyn, mey'ny Hayrn! *Eng.* Please to take your carriages quickly, gentlemen!)

GUARD.—*Wechseln Sie die Wagen, meine Herren!* (*Pro.* Vek'seln Zee dee Vah'gen, mey'ne Hayrn! *Eng.* Change carriages, gentlemen!)

Taking Carriages and Riding.

TRAVELLER (*to cabman*).—*Sind Sie unbeschäftigt?* (*Pro.* Zint Zee oon-bay-shef'tihgt? *Eng.* Are you disengaged?)

CABMAN.—*Nein, mein Herr, ich warte auf einen anderen Herrn.* (*Pro.* Neyn, meyn Hayr, ich vahr'tay owf ey'nen ahn'der'n Hayrn. *Eng.* No, sir, I am waiting for another gentleman.)

CABMAN.—*Ja, mein Herr, ich habe nichts zu thun.* (*Pro.* Yah, meyn Hayr, ich hah'bay nichts tsoo toon. *Eng.* Yes, sir, I am disengaged.)

TRAV.—*Geben Sie mir Ihre Karte.* (*Pro.* Gay'ben Zee meer Ee'ray Cahr'tay. *Eng.* Give me your card—*i. e.*, the card of prices.)

TRAV.—*Ich miethe die Kutsche für den ganzen Weg welchen ich zurückzulegen habe.* (*Pro.* Ich mee'tay dee Coot'shay feur dayn gahn'tsen Vehg vel'chen ich tsoo-reuk'tsoo-lay'gen hah'bay. *Eng.* I engage the carriage for the whole route I have to go.)

TRAV.—*Ich miethe die Kutsche stundenweise.* (*Pro.* Ich mee'tay dee Coot'shay stoon'den-vey-zay. *Eng.* I engage you by the hour.)

CABMAN.—*Wohin, mein Herr?* (*Pro.* Vo-hin', meyn Hayr? *Eng.* Whereto, sir?)

TRAV.—*Zum grossen Gasthof;* or, *zur Friedrich Strasse, numero acht und fünfzig.* (*Pro.* Tsoom gros'sen Gahst hof; or, tsoor Freed'rich

Strahs'say, noo'may-ro ahcht oont feunf-tsihg. *Eng.* To the large hotel; or, to fifty-eight Frederick Street.)

Trav.—*Fahren Sie!* (*Pro.* Fah'ren Zee! *Eng.* Go on!)

Trav.—*Schneller!* (*Pro.* Shnel'ler! *Eng.* Faster!)

Trav.—*Nicht so schnell, fahrt langsamer!* (*Pro.* Nicht zo shnell, fahrt lahng'sah-mer! *Eng.* Not so fast, drive more slowly!)

Trav. (When getting out of the cab to have it wait.)—*Warten Sie hier; ich komme gleich wieder.* (*Pro.* Vahr'ten Zee heer; ich kom'may gleych vee'der. *Eng.* Wait here; I shall return immediately.)

Cabman.—*Mein Geld, mein Herr!* (*Pro.* Meyn Gelt, meyn Hayr! *Eng.* My money, sir!)

Trav.—*Da ist es!* (*Pro.* Dah ist ess! *Eng.* Here it is!)

Cabman.—*Noch mehr, mein Herr—das Trinkgeld!* (*Pro.* Noch mayr, meyn Hayr—dahs Trink-gelt! *Eng.* More, sir—the drink-money!)

Trav.—*Ich kann unmöglich mehr bezahlen.* (*Pro.* Ich kahn oon-muhg'-lich mayr bay-tsah'len. *Eng.* I cannot possibly pay more.)

Trav.—*Halt, Kutscher!* (*Pro.* Hahlt, Coot'sher! *Eng.* Stop, coachman!)

Eating and Drinking.

Orders to Waiters.—*Kellner, bedienen Sie mich.* (*Pro.* Kell'ner, bay-dee'nen Zee mich. *Eng.* Waiter, attend on me.) *Ich will zu Mittag essen.* (*Pro.* Ich vill tsoo Mit-tahg es'sen. *Eng.* I want some dinner.) *Geben Sie mir Suppe à la Julienne.* (*Pro.* Gay'ben Zee meer Zoop'pay ah lah Sheu-lee-en. *Eng.* Give me some soup à la Julienne.) *Gerõstetes Rindfleisch völlig gar.* (*Pro.* Gay-rus'tay-tes Rint'fleysh ful-lihg gahr. *Eng.* Some roast beef well done.) *Gerõstetes Rindfleisch halb gar.* (*Pro.* Gay-rus'tay-tes Rint-fleysh hahlp gahr. *Eng.* Some rare roast beef.) *Gerõstetes Schweinefleisch.* (*Pro.* Gay-rus'tay-tes Shvey'nay-fleysh. *Eng.* Some roast pork.) *Brod.* (*Pro.* Broht. *Eng.* Bread.) *Noch ein wenig Butter.* (*Pro.* Noch eyn vay'nihg boot'ter. *Eng.* A little more butter.) *Eine Tasse Kaffee.* (*Pro.* Ey'nay Tahs'say Cahf'fay. *Eng.* A cup of coffee.) *Ein Glas Wasser.* (*Pro.* Eyn Glahs Vahs'ser. *Eng.* A glass of water.) *Ein Glas Eiswasser.* (*Pro.* Eyn Glahs ice-vahs'ser. *Eng.* A glass of ice water.) *Kartoffeln.* (*Pro.* Cahr-tof'f'ln. *Eng.* Some potatoes.) *Eine Flasche Rothwein.* (*Pro.* Ey'nay Flah'shay Roht-veyn. *Eng.* A bottle of red wine.) *Eine halbe Flasche Weisswein.* (*Pro.* Ey'nay hahl'bay Flah'shay Veyss-veyn. *Eng.* A half-bottle of white wine.) *Bringen Sie mir einen reinen Teller.* (*Pro.* Bring'en Zee meer ey'nen rey'nen Tel'ler. *Eng.* Bring me a clean plate.) *Ein Hühnerfricassee.* (*Pro.* Eyn Heuh'ner-free-kahs-say.' *Eng.* A chicken fricassee.) *Zwei Kalbscarbonaden..* (*Pro.* Tsvy Kahlps-cahr-boh-nah'den. *Eng.* Two veal cutlets.) *Gekochtes Hammelfleisch.* (*Pro.* Gay-koch'tes Hahm'mel-fleysch. *Eng.* Some boiled mutton.) *Zwei gebratene Eier.* (*Pro.* Tsvy gay-brah't'nay Ey'er.

Eng. Two fried eggs.) *Gekochten Fisch.* (*Pro.* Gay-koch'ten Fish. *Eng.* Some boiled fish.) *Kuchen.* (*Pro.* Koo'chen. *Eng.* Cake.) *Eine Obst Pastete.* (*Pro.* Ey'nay Opst Pahs-tay'tay. *Eng.* A fruit pie.) *Zucker.* (*Pro.* Tsook'ker. *Eng.* Sugar.) *Das Salz.* (*Pro.* Dahs Sahlts. *Eng.* The salt.) *Einen anderen Löffel.* (*Pro.* Ey'nen ahn'der'n Luf'f'l. *Eng.* Another spoon.) *Einen Teller, ein Messer, ein Gabel, und eine Serviette.* (*Pro.* Ey'nen Tel'ler, eyn Mes'ser, ey-nay Gah'b'l, oont ey'nay Zer-vyet'tay. *Eng.* A plate, knife, fork, and napkin.) *Ich bitte um die Rechnung.* (*Pro.* Ich bit'tay oom dee Rech'-noong. *Eng.* The bill, if you please.)

Greetings.

Guten Morgen, mein Herr. (*Pro.* Goo'ten Mor-gen, meyn Hayr. *Eng.* Good-morning, sir.) *Guten Abend; gute Nacht.* (*Pro.* Goo'ten Ah'bent; goo'tay Nahcht. *Eng.* Good-evening; good-night.) *Adieu!* (*Pro.* Ah-dyu'! *Eng.* Good-bye!) *Auf Wiedersehn.* (*Pro.* Owf Vee'der-zayn. *Eng.* Farewell, till we meet again.) *Ich habe die Ehre Sie zu begrüssen.* (*Pro.* Ich hah'bay dee Ay'ray Zee tsoo bay-greus'sen. *Eng.* I have the honor to salute you.) *Erlauben Sie mir mich zu beurlauben.* (*Pro.* Ayr-low'ben Zee meer mich tsooh bay-oor'low-ben. *Eng.* Permit me to take leave of you.) *Ich danke Ihnen, Madam.* (*Pro.* Ich dahnk'ay Ee'nen, Mah-dahm'. *Eng.* Thank you, Madam.) *Ich bedanke mich tausendmal, mein Fräulein.* (*Pro.* Ich bay-dahnk'ay mich tow-zent-mahl, meyn Froy'leyn. *Eng.* A thousand thanks, miss.)

Inquiries, etc.

Verzeihen Sie, mein Herr! (*Pro.* Fair-tsey'en Zee, meyn Hayr! *Eng.* Pardon, sir! [always used in accosting a stranger, or apologizing for any accident.]) *Wollen Sie mir wohl den Weg zu dieser Addresse nachweisen?* (*Pro.* Vol'len Zee meer vohl dayn Vehg tsoo dee'zer Ad-dres'-say nahch-vey'zen? *Eng.* Will you be kind enough to show me the way to that address?) *In welcher Gegend ist die Domkirche?* (*Pro.* In vel'cher Gay'gent ist dee Dohm-keer'chay? *Eng.* In what direction is the cathedral?) *Wie heisst diese Strasse?* (*Pro.* Vee heyst dee'-zay Strahs'say? *Eng.* What is the name of this street?) *Was für ein Haus ist das?* (*Pro.* Vahs feur eyn howss ist dahs? *Eng.* What house is that?) *Ist das gegenüberliegende Haus ein Modewaarenlager?* (*Pro.* Ist dahs gay'gen-eu'ber-lee'gen-day Howss eyn Moh'day-wah'-ren-lah'ger? *Eng.* Is the house opposite a millinery warehouse?) *Auf welcher Seite liegt die Börse—zur Rechten oder zur Linken?* (*Pro.* Owf vel-cher Zey'tay leehgt dee Bur'zay; tsoor Rech'ten oh'der tsoor Link-en? *Eng.* On which side is the Bourse—to the right or the left?) *Ich möchte gern Kleider kaufen; was ist der Preis?* (*Pro.* Ich meuch' tay gern Kley'der kow'fen; vahs ist dayr Preyss? *Eng.* I wish to buy

some clothes; what is the price?) *Das ist zu theuer.* (*Pro.* Dahs ist tsoo toy'er. *Eng.* That is too dear.)

[*Finding an Interpreter or Guide.*]

Ich brauche einen Dolmetscher. (*Pro.* Ich brow'chay ey'nen Doll-met'sher. *Eng.* I want an interpreter or guide.) *Ich brauche einen Bedienten um mir die interessanten Plätze nachzuweisen.* (*Pro.* Ich brow'chay ey'nen Bay-deen'ten, oom meer dee in-tay-res-sahn'ten Plet'tsay nahch-tsoo-vey'zen. *Eng.* I require a servant to point out to me the places of interest.) *Ich will einen Diener haben welcher Englisch spricht.* (*Pro.* Ich vill ey'nen Dee'ner hah'ben vel'cher Ayng'lish spricht. *Eng.* I require a valet who speaks English.) *Ist Jemand hier welcher Französisch spricht?* (*Pro.* Ist Yay'mahnt heer vel'cher Frahn-tseu-zish spricht? *Eng.* Is there any one here who speaks French?) *Wie viel fordern Sie mich heute zu begleiten?* (*Pro.* Vee feel for'dern Zee mich hoy'tay tsoo bay-gley'ten? *Eng.* What do you ask to accompany me to-day?)

Entering, Finding Persons, etc.

Qu. (Knocking at a door.)—*Darf ich eintreten?* or, *Erlauben Sie dass ich eintreten darf?* (*Pro.* Dahrf ich eyn-tray'ten? or, Er-low'ben Zee dahs ich eyn-tray'ten dahrf? *Eng.* May I come in? or, will you permit me to enter?) Ans. *Treten Sie ein!* or, *gewiss!* (*Pro.* Tray'ten Zee eyn; or, gay-viss! *Eng.* Come in! or, certainly!) Qu. *Ist Herr H. zu Hause?* (*Pro.* Ist Hayr H. tsoo How'zay. *Eng.* Is Mr. H. at home?) Ans. *Ja, mein Herr, Herr H. ist in seinem Zimmer.* (*Pro.* Yah, meyn Hayr, Hayr H. ist in zey'nem Tsim'mer. *Eng.* Yes, sir, Mr. H. is in his room.) Qu. *Kann ich ihn sehen?* (*Pro.* Kahn ich een zayh'n? *Eng.* Can I see him?) *Fragen Sie ihn ob er mich empfangen will?* (*Pro.* Frah'gen Zee een op ayr mich emp-fahng'en vill. *Eng.* Ask him whether he will see me?) Ans. *Nein, mein Herr, Herr H. ist nicht zu Hause.* (*Pro.* Neyn, meyn Hayr, Hayr H. ist nicht tsoo How'zay. *Eng.* No, sir, Mr. H. is not at home.) Qu. *Wann wird er erwartet?* (*Pro.* Vahn virt ayr er-vahr'tet? *Eng.* When do you expect him?) *Geben Sie ihm meine Karte.* (*Pro.* Gay'ben Zee eem mey'nay Cahr'tay. *Eng.* Give him my card.)

Language.

Sprechen Sie Deutsch? (*Pro.* Spre'chen Zee Doytsh? *Eng.* Do you speak German?) *Sprechen Sie Englisch?* (*Pro.* Spre'chen Zee Ayng'lish? *Eng.* Do you speak English?) *Verstehen Sie mich?* (*Pro.* Fer-stay'en Zee mich? *Eng.* Do you understand me?) *Ich verstehe Sie sehr gut.* (*Pro.* Ich fer-stay'ay Zee zayr goot. *Eng.* I understand you very

well.) *Ich verstehe Sie nicht.* (*Pro.* Ich fer-stay'ay Zee nicht. *Eng.* I do not understand you.) *Wie heisst das?* (*Pro.* Vee heysst dahs? *Eng.* What is this called?) *Wiederholen Sie das, wenn ich bitten darf.* (Vee'dayr-hoh'len Zee dahs, ven ich bit'ten dahrf. *Eng.* Repeat that, if you please.) *Ich spreche nur wenig Deutsch; seien Sie so gut und sprechen Sie langsamer.* (*Pro.* Ich spre'chay noor vay'nihg Doytsh; zey'en Zee zoh goot oont spre'chen Zee lahng'sah-mer. *Eng.* I speak but little German; be so kind as to speak more slowly.)

In Want.

Ich bin sehr arm! Geben Sie mir ein Almosen, um Gotteswillen! (*Pro.* Ich bin zayr ahrm! Gay'ben Zee meer eyn Ahl'mo-zen, oom Got'tes-vil'len! *Eng.* I am very poor, give me some charity for the love of God!) Or, *Um der heiligen Jungfrau willen.* (*Pro.* Oom dayr hey'lee-gen Yoong'frow vil'len. *Eng.* For the sake of the Blessed Virgin.) *Ich bin sehr hungrig.* (*Pro.* Ich bin zayr hoong'rihg. *Eng.* I am very hungry.) *Mir ist sehr kalt.* (*Pro.* Meer ist zayr kahlt. *Eng.* I am very cold.) *Ich bin sehr durstig.* (*Pro.* Ich bin zayr doors'-tihg. *Eng.* I am very thirsty.) *Ich habe kein Geld.* (*Pro.* Ich hah'-bay keyn Gelt. *Eng.* I have no money.)

In Sudden Sickness or Accident.

Ich bin krank. (*Pro.* Ich bin krahnk. *Eng.* I am sick.) *Ich bin sehr krank.* (*Pro.* Ich bin zayr krahnk. *Eng.* I am very sick.) *Ich habe Kopfweh.* (*Pro.* Ich hah'bay Kopf-vay. *Eng.* I have a headache.) *Ich habe mir das Bein—den Arm zerbrochen.* (*Pro.* Ich hah'bay meer dahs Beyn—dayn Ahrm tser-broch'en. *Eng.* I have broken my leg—my arm.) *Ich bitte Sie, führen Sie mich gleich zu einem Arzt.* (*Pro.* Ich bit'tay Zee, feu'ren Zee mich gleych tsoo ey'nem Ahrtst. *Eng.* I beg you to take me immediately to a physician.) *Führen Sie mich zu einem englischen Doktor.* (*Pro.* Feu'ren Zee mich tsoo ey'nem ayng'lish-en Doc-tor. *Eng.* Take me to an English doctor.)

EUROPEAN MONEY IN AMERICAN COIN.

[ONLY two kinds of money (apart from Bank of England notes, drafts, and letters of credit) are likely to be carried over to Europe by Americans. These are English and French gold—English preferable, except on going direct to France, and then quite as convenient. And it so happens that the English and French, extensively used all over Europe (especially the French, on the Continent), are the only ones of the value of which any correct idea can be briefly given, though an attempt will be made to indicate the worth, in dollars and cents (gold) of the more common kinds of German, Italian, etc. American money—even American gold—it is scarcely necessary to say, is not familiarly known in Europe.]

English.

Sovereign (gold)	$4 83
Guinea (calculation—no coin)	5 07
Half-Sovereign (gold)	2 41
Crown (silver)	1 20
Half-Crown (silver)	60
Florin (silver—two shillings)	46
Shilling (silver)	23
Sixpence (silver)	11½
Fourpence (silver)	7½
Penny (copper)	1½
Half-penny (copper)	¾

NOTE.—English Bank of England notes are equally current with English gold in France and over much of the Continent.

French.

Double Napoleon (gold)	$7 72
Napoleon (gold)	3 86
Half-Napoleon (gold)	1 93
Five Francs (gold or silver)	95
Franc (silver)	19
Half-Franc (silver)	9½
Twenty-Centime piece (base)	3⅞
Two Sous (copper)	2
Sou (copper)	1

NOTE.—The French franc is divided into imaginary hundredths, as the American dollar into cents, and all smaller calculations are made in these hundredths, or "centimes," though there is no coin to represent the unit. The half-franc is of course fifty centimes; the twenty-centime piece is one-fifth of a franc; and the sou is always five centimes; and twenty sous make the franc.

Swiss.

Same in value, and nearly same in appearance, as the French—Napoleons, francs, sous, centimes; but can be readily distinguished from the French coins by the Swiss cross and word "Helvetia," which they bear.

Belgian.

Francs and centimes—same in value and reckoning as in France and Switzerland.

German.

NOTE.—There is such an "infinite variety" and abominable mixture and uncertainty in the German money, that Tom Hood had no way to get out of the trouble, as he crossed from one petty state to another, except always to *throw away his change.* The tourist cannot be expected to practise that costly amusement, but must experience his "little difficulty." No more can be done, here, practically, than to mention a few values, with the countries where the coins originate:

Five Gulden—gold (Baden)	$2 06
Crown—silver "	1 10
Florin— " "	40
Twenty Kreutzer—base (Baden)	10
Ten Kreutzer— " "	05
Double Frederick—gold (Prussia)	8 00
Frederick—gold "	4 00
Ten Guilders—gold (Central Germany)	4 00
Five Guilders " "	2 00
Guilder—silver "	40
Guilder " (Holland)	37½
Double Ducat—gold (Germany)	4 56

Ducat—gold (Germany)	$2 28
Thaler—silver (Saxony)	1 00
" " (Prussia)	70
Rix Dollar—silver (Austria and Tyrol)	1 00
Florin " "	50
Ten Thalers—gold (Brunswick)	8 00
" " (Hanover)	8 00
Thaler—silver (Brunswick or Hanover)	80

Italian.

Twenty Lira—gold (Sardinia)	3 80
Ten Lira " "	1 90
Five Lira—silver "	95
Lira " "	19
Half-Lira " "	9½
Quarter-Lira—base "	4½
Lira—silver (Venice—larger in proportion)	17
Sequin—gold (Tuscany)	2 30
Scudo—gold or silver (Tuscany)	1 10
Paul—silver (Tuscany—larger and smaller in proportion)	11
Crazia—copper "	1½
Quatrino " "	½
Ten Scudi—gold (Rome)	10 00
Scudo—silver or gold (Rome)	1 00
Paul—silver "	10
Grosso—base "	5
Baioque—copper "	1
Ha'f-Baioque—copper "	½
Ducato—silver (Naples)	81
Piastra " "	95
Carlina " "	8½
Grano—copper "	½

Turkish.

Twenty Piastres	1 00
Piastre	5
Five Paras	0⅝

LONDON AND PARIS GUIDE.

In connection with the general information elsewhere given, with reference to the great English and French capitals,—the following paper, compiled from the latest reliable sources, will supply all necessary additional data for the tourist, to enable him to arrange his rounds in those cities with the greatest economy of time and fatigue.

London.

EXHIBITIONS AND PLACES OF INTEREST.

Westminster Abbey.—Open every week-day from 11 to 3, and during summer months from 4 to 6. Free, except the royal chapels, which require 6d. fee to guide. Choral services on Sundays at 10 A. M. and 3 P. M.; other days, 7.45 and 10 A. M., and 3 P. M.

St. Paul's Cathedral.—Open every week-day, 10 to 4. To the church, free. To the Crypt (with monuments of Wellington and Nelson),—to the Library, Ball, Whispering Gallery, etc., fees ranging from 6*d.* to 1s. 6d. each. Choral services on Sundays at 10 A. M. and 3.30 P. M.; other days, 8 and 9.45 A. M. and 4 P. M.

Tower of London.—Open every week-day from 10.30 A. M. to 4 P. M. Tickets to be obtained at entrance To the Armories and ordinary towers, 6d. To the Jewel Tower (Regalia), 6d. additional.

British Museum.—Open every Monday, Wednesday, and Friday, 10 A. M. to 4 P. M. Free. Fee for Catalogues. Entrance to reading-room secured by recommendation of a known householder.

South Kensington Museum.—Open every weekday. Monday, Tuesday, and Saturday, 10 A. M. to 10 P. M., admission free. Wednesday, Thursday, and Friday, 10 A. M. to 5 (or 6) P. M., admission 6d.

Houses of Parliament.—Every Saturday, 10 A. M. to 4 P. M. Tickets (free) procurable at the Lord Chamberlain's Office, in the Court next the Victoria Tower. A certain amount of energy or influence will generally obtain admission on other days. To debates in the House of Commons, the order of any member, or a card of any embassy, will admit; to those in the House of Lords, the order of a Peer or the card of an ambassador.

Westminster Hall.—Now forming part of the Parliament Houses, and open at almost all hours of the day.

Windsor Castle.—State apartments open to the public, on Mondays, Tuesdays, Thursdays, and Fridays, during the absences of the Queen. Tickets may be obtained (free) of Colnaghi, 14 Pall-Mall East, or at a stationer's at Windsor (town). To St. George's Chapel admission is separate, and a fee is charged. The Great Park is free to carriages. [Reached by Great Western or Southwestern Railway—21 miles.]

Crystal Palace, Sydenham.—Open every weekday, from 10 A. M. to 6 P. M. Afternoon performance generally at 3. General admission 1s.; Saturdays

and grand fête-days, 2s. 6d. to 5s. [Reached about every half-hour, by trains from Victoria, Charing-Cross, Kensington, Chelsea, and Ludgate-Hill Railway Stations.]

Hampton Court (*Palace and Park*).—State apartments open every week-day except Friday, 10 A. M. to 6 P. M. Sunday, 2 to 6 P. M. Free. Fee for catalogues, and for admission to the Vinery and to the Maze. [Reached by Railway from Waterloo-Bridge, Kensington, and Ludgate-Hill Stations; by omnibus from St. Paul's Churchyard; or by steamer on the Thames.]

Kew Gardens (*Royal*).—Open from 1 P. M. till dusk, every week-day. Sundays, 2 P. M. till dusk. Free. [Reached by Railway from Waterloo, Kensington, Ludgate-Hill, or Broad-st. Stations; or by boat on the Thames.]

Zoological Gardens, Regent's Park.—Open from 10 A. M. every week-day. Band plays at 4 P. M. in summer. Admission—Mondays, 6d.; other days, 1s.

Bank of England.—Open (except holidays) every week-day from 9 A. M. to 3 P. M. Free. To view the interior, an order must be obtained from one of the Governors or Directors.

National Gallery.—Open on Mondays, Tuesdays, Wednesdays, and Saturdays, 10 A. M. to 4 P. M. Free.

National Portrait Gallery.—Open on Wednesdays and Saturdays, 12 noon to 4 P. M., between Michaelmas and Easter; Easter to Michaelmas, 12 to 5. Free.

Richmond (*Park, and Star-and-Garter Dining-Hotel*).—[Reached by omnibus from Oxford Crescent, or boat on the Thames.]

Chelsea Hospital.—Chapel open, for small fee, every day, except during service on Sundays, Wednesdays, and Fridays. To the grounds, 10 A. M. till dusk, except during service. (Free, except gifts to pensioners.)

Greenwich Hospital.—Painted Hall open from 9 A. M. till dusk, except during service every day. Before 12 noon, fee, 4d.; after 12, free. On holidays, free all day. Grounds, 9 A. M. till dusk. (Free, except gifts to pensioners.) [Reached by Railway from Charing Cross, Cannon-st., or London Bridge Stations, or by boat down the Thames.]

Thames Tunnel.—Best accessible by boat from London Bridge or Charing Cross. All hours. Free.

Old Temple Church.—Open on Sundays for service, 11 A. M. and 3 P. M. Week-days, admission (small fee) by applying to the porter, top of Inner Temple-lane.

Royal Exchange.—Principal "market days," Tuesday and Friday; and "high-change" hour, 3½ to 4½ P. M.

Guildhall.—Open from 10 A. M., every week-day.

PARIS.

EXHIBITIONS AND PLACES OF INTEREST.

The Tuileries (*Palace*).—Burned. Gardens remaining, nearly as interesting as of old, and open to the public during all ordinary hours, as under the Empire.

Luxemburg.—Free. Daily, except Monday, 12 to 4.

Palais Royal.—Burned.

The Louvre.—Partially burned; but galleries open and pictures on exhibition. Open every day except Monday, 10 to 4. Free.

Conservatoire des Arts et Metiers.—Daily, except Wednesday and Friday, from 10 to 4. Free on Sunday and Thursday; other days, 1fr.

Musée d' Artillerie.—Free. Thursday, from 12 to 4.

Musée Gallo-Romaine de St. Germain.—Free. Sunday, Tuesday, and Thursday, from 12 to 5.

Conservatoire de Musique (Instrumental Museum).—Free. Daily, from 12 to 4

Government Printing-Office.—Order. Thursday at 2.

Hotel des Monnaies (*Mint*).—Free. Tuesday and Friday, from 12 to 3. To visit the workshops, an order from the Director is necessary.

Government Observatory.—Free. Saturday, from 2½ to 4. Tickets obtained at the Observatory.

The Gobelins.—Free. Wednesday and Saturday, from 2 to 4.

Pantheon.—Free. Daily. Fee to visit dome and crypt.

Père-la-Chaise.—Free. Daily.

École des Beaux-Arts.—Free. Every day, 10 to 4.

Sainte Chapelle.—Free. Tuesday, Thursday, Saturday, and Sunday, from 11 to 5.

Hotel de Ville.—Burned.

Hotel des Invalides.—Free. Every day, except Sunday, from 12 to 4.

Tomb of Napoleon [Hotel des Invalides].—Free. Monday and Thursday, from 12 to 3.

Jardin d'Acclimatization.—

Jardin des Plantes.—Free. Daily. Museums:—Tuesday, Thursday, Saturday, and Sunday, free. Monday, Wednesday, and Friday, with order.

Hotel Cluny.—Every day, 12 to 4. Fee, except to those having passports.

The Bourse (*Exchange*). Every day, 10 to 4. Free. Best change-hour, about 1½ to 2½.

Madeleine.—Every day. Free.

Notre Dame.—Every day. Free.

Versailles.—Free. Daily, except Monday, from 12 to 4. The *Trianon* on Tuesday, Thursday, and Sunday only, from 12 to 5.

Imperial Porcelain Manufactory, Sèvres. Free. Monday, Thursday, and Saturday, from 11 to 3.

Fontainebleu. —Free. Daily, except Sunday, 12 to 4.

Compiègne.—Free. Daily, Monday excepted, 12 to 4.

Pierrefonds.—Free. Thursday and Sunday, 12 to 4.

BELL-TIME AT SEA.

THE advice has already been given to passengers by any of the trans-Atlantic steamers, in view of the continual change of true time,—not to injure their time-pieces by daily setting them slower or faster, but quietly to allow them to run down immediately after starting, and keep them in that condition until the end of the voyage—meanwhile depending upon the ship's bell, and occasional glimpses of the cabin-clock, for the requisite knowledge of the flight of time.

A little experience of the use of the bell, however, is necessary for putting this advice into ready practice; and a brief table of "bell-time at sea" will be found worth an hour of study, to that end.

[It should be noted that the difference in time, between New York and an ordinary English or French port, does not vary materially from five (5) hours—so that, when it is noon at New York, it is 5 P. M. at London, and the ship loses about half-an-hour per day in going eastward and gains a corresponding amount in running west.]

Commencing the day with the half-hour succeeding midnight, the following explanation of the "bells" (*i. e., strokes of the bell*) will be found easily understood and quite sufficient, only one aid to the memory being requisite—the remembrance that the

odd numbers of strokes are always half-hours, that the even numbers are always hours, and that those hours which can be divided by 4 are always represented by numbers which can also be divided by 4.

1 bell	½	o'clock,	A. M.	1 bell	½	o'clock	P. M.
2 bells	1	"	"	2 bells	1	"	"
3 "	1½	"	"	3 "	1½	"	"
4 "	2	"	"	4 "	2	"	"
5 "	2½	"	"	5 "	2½	"	"
6 "	3	"	"	6 "	3	"	"
7 "	3½	"	"	7 "	3½	"	"
8 "	4	"	"	8 "	4	"	"
1 bell	4½	"	"	1 "	4½	"	"
2 bells	5	"	"	2 "	5	"	"
3 "	5½	"	"	3 "	5½	"	"
4 "	6	"	"	4 "	6	"	"
5 "	6½	"	"	1* bell	6½	"	"
6 "	7	"	"	2 bells	7	"	"
7 "	7½	"	"	3 "	7½	"	"
8 "	8	"	"	4 "	8	"	"
1 bell	8½	"	"	1 bell	8½	"	"
2 bells	9	"	"	2 bells	9	"	"
3 "	9½	"	"	3 "	9½	"	"
4 "	10	"	"	4 "	10	"	"
5 "	10½	"	"	5 "	10½	"	"
6 "	11	"	"	6 "	11	"	"
7 "	11½	"	"	7 "	11½	"	"
8 "	12	noon		8 "	12	midnight.	

* From 4 P. M. to 8 P. M. is called the "Dog-watch," and divided into two parts—4 to 6 and 6 to 8, in order to prevent the larboard and starboard watches of sailors being on duty during the same hours, one day after another—as they would be if they were continually and only changed once every four hours.

MOST DIRECT ROUTES

From LONDON to the principal CITIES in EUROPE, the Fares, the means of Conveyance, and time of Journey.

ABBREVIATIONS.—Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omnibus.

From LONDON to	The Homeward-bound Traveler must reverse the Routes.	Approximate Fares. 1st class. £ s. d.	Approximate Fares. 2d class. £ s. d.	Approximate Time. d. h. m.
Antwerp (Belgium)	a Steamer direct from London	1 0 0	0 15 0	0 15 0
" "	b *Via Ostend*, Str. direct from St. Katherine's wharf to Ostend; Rl. thence to Ghent, where change carriages for Antwerp	1 1 6	0 16 5	0 17 0
" "	c *Via Calais*, Rl. to Dover; Str. to Calais; Rl. via Blandam, Brussels to Antwerp	2 11 9	1 18 3	0 15 0
" "	d *Via Ostend*, Rl. to Dover; Str. to Ostend; Rl. to Ghent, change carriages for Antwerp	2 8 8	1 14 7	0 15 0
" "	e *Via Harwich*, (Grea Eastern Railway)	1 5 0	1 0 0	0 17 0
Amsterdam (Holland)	a *Via Rotterdam*, Strs. direct to Rotterdam; thence per Rl via the Hague, or via Utrecht	1 3 5	0 17 9	0 21 0
" "	b *Via Ostend*, Rl. to Dover; Str. to Ostend; Rl. to Antwerp: Rl. to Moerdyck; Rl. Co. Str. via Dortrecht to Rotterdam, thence to Amsterdam	3 5 7	2 7 8	1 2 0
" "	c *Via Harwich* (Grea Eastern Railway, and Str. to Rotterdam) thence per Rl	1 16 3	1 4 0	0 17 0
" "	d *Via Calais*, Brussels, Antwerp. Moerdyck	3 8 8	2 11 4	0 22 0
Bale (Switzerland)	a *Via Calais*, Blandain, Brussels, Cologne, and Bingen, Ingelheim, Mayence, Darmstadt. Darmstadt to Friedrichsfeld, thence to Bale	5 18 2	5 6 5	1 20 0

Itinerary of Routes (continued).

From LONDON to	The Homeward-bound Traveler must reverse the Routes.	Approximate Fares. 1st class £ s. d.	2d class. £ s. d.	Approximate Time. d. h. m.
Bale (Switzerland)	b *Via Paris & Strasbourg* Rtes to Paris; thence to Strasbourg and Bale	5 14 3	4 5 7	
" "	c *Via Paris, Troyes, and Mulhouse* Rtes. to Paris; thence Mulhouse and Bale	5 4 3	3 18 6	1 4 0
" "	d Route to Brussels; thence by Gt. Luxemburg Rl. to Namur, Metz, Strasbourg, and Bale, a most picturesque, expeditious, and cheap route. Book to Brussels only, and thence forwards	3 16 4	2 17 6	1 16 0
Berlin (Prussia)	a *Via Calais*, Blandain, Brussels, and Cologne; thence to Berlin via Hamm, Minden, Hanover, Brunswick, and Magdeburg	6 17 7	5 15 10	1 12 0
" "	b *Via Rotterdam;* Rl. thence to Oberhausen; thence per Rl. to Berlin	4 5 0	2 15 6	1 10 0
" "	c *Via Aix-la-Chapelle;* thence Ruhrort, Oberhausen, Berlin	6 6 2	4 8 9	1 18 0
" "	d Str. to Hamburg; Rl. thence to Berlin	3 2 0	2 1 8	2 12 0
" "	e *Via Harwich* (Great Eastern Railway), *and Rotterdam and Oberhausen*	5 4 6	3 10 1	1 14 0
Brussels (Belgium)	a *Via Calais*, Rl. to Dover; Str. to Calais; Rl. to Lille and Brussels	2 10 11	1 17 8	0 10 30
" "	b *Via Ostend*, Rl. to Dover; Str. to Ostend. Rl. to Ghent, Alost, and Brussels	2 7 10	1 14 1	0 10 40
" "	c *Via Ostend*, Str. direct from London to Ostend; Rl. to Ghent, Alost, and Brussels	0 19 8	0 14 1	0 14 0
" "	d *Via Antwerp*, Str. direct from London to Antwerp, Rl. to Malines and Brussels	1 2 7	0 16 10	0 19 0
" "	e *Via Harwich* and *Antwerp*	1 5 0	1 0 0	0 17 3
Boulogne-sur-Mer	a By South Eastern Rl. to Folkestone; Str. to Boulogne	1 10 8	1 2 6	0 4 0
" "	b Steamer direct from London Bridge Wharf	0 11 0	0 8 0	0 8 0

ITINERARY OF ROUTES (continued).

From LONDON to	The Homeward-bound Traveler must reverse the Routes.	Approximate Fares. 1st class £ s. d.	Approximate Fares. 2d class. £ s. d.	Approximate Time. d. h. m.
Cologne (Prussia)	a *Via Calais*, Rl. to Dover; Str. to Calais; Rl. to Lille; Rl. to Brussels, Liege, Verviers (change carriages)	3 11 11	2 13 3	0 19 30
" "	b *Via Ostend*, Rl. to Dover; Str. to Ostend; Rl. to Brussels, Liege, Verviers (change carriages)	3 8 10	2 9 10	0 19 30
" "	c *Via Ostend direct*, Str. direct from London to Ostend; Rl. via Ghent, Alost, Brussels, thence Rl	1 18 10	1 9 0	1 0 0
" "	d *Via Antwerp*, Str. direct from London to Antwerp; Rl. to Malines. Liege, Verviers (change carriages)	2 2 5	1 11 5	1 0 0
" "	e *Via Rotterdam*, Rl. to Utrecht, Emmerich (examination of baggage), Oberhausen to Cologne	2 17 4	1 7 6	0 20 0
" "	f *Via Harwich* and *Rotterdam*	2 13 5	1 16 0	0 21 0
Frankfort-on-Main	a *Via Calais*, Brussels, Cologne	4 11 2	4 2 2	1 6 0
" "	b *Via Paris*	5 19 11	4 5 10	1 12 0
Geneva (Switzerl'nd.)	a *Via Paris*, thence per Rl. Express to Macon, Amberieu, Culoz, and Geneva	5 13 5	4 8 9	1 10 0
" "	b *Via Ostend, Cologne, Bale.*	7 0 6	4 15 5	2 6 0
Hamburg (on the Elbe)	a *Via Ostend and Cologne.*	5 19 10	5 4 2	1 8 0
" "	b By Str. direct from London	2 0 0	1 5 0	1 16 0
	c *Via Rotterdam*, Rl. thence to Oberhausen; Rl. thence to Hamburg	3 18 5	2 10 9	1 10 0
" "	d *Via Harwich* and *Rotterdam*	4 5 5	2 18 5	
Havre (France)	a *Via Southampton*, Rl. to; Str. thence to Havre	1 3 6	0 17 0	0 14 0
" "	b By Str. direct from London.	0 11 0	0 8 0	0 20 0
Paris (France)	a By Rail to Dover, from London Bridge Station, or from Victoria or Ludgate Station; Str. to Calais; Rl. to Paris.	2 17 3	2 2 6	0 10 30
" "	b *Via Boulogne per South-eastern and Northern of France Railways*, Rl. to Folkestone; Str. to Boulogne; Rl. to Abbeville, Amiens	2 13 10	2 0 0	0 10 30

Itinerary of Routes (continued).

From LONDON to		The Homeward-bound Traveler must reverse the Routes.	Approximate Fares. 1st class £ s. d.	2d class. £ s. d.	Approximate Time. d. h. m.
Paris (France)		c *Via Calais per Str. direct from London Bridge*, Str. direct to Calais; Rl. to Amiens	1 17 8	1 8 0	0 14 0
"	"	d *Via Boulogne*, Steam direct to Boulogne; Rl. to Abbeville and Amiens	1 13 10	1 5 1	0 14 0
"	"	e *Via Dieppe per South Coast Railway Co.*, Rl. to Brighton, Newhaven; Str. to Dieppe; Rl. to Rouen and Paris	1 10 0	1 2 0	0 16 0
"	"	f *Via Havre, per South-western Railway Co.*, Rl. to Southampton; Str. to Havre; Rl. to Rouen and Paris	1 8 0	1 0 0	0 16 0
"	"	g Str. direct from London to Havre, Paris	1 11 6	1 3 4	1 0 0
"	"	h *Via Brussels*	2 6 11	1 14 6	0 20 0
"	"	i *Via Cologne and the Rhine*, to Baden-Baden; thence per Rl. to Strasbourg and Paris	8 10 1	6 0 11	2 16 0
"	"	k *Via Harwich, Antwerp, and Brussels.* By Gt. Eastern Railway Co. (Return Tickets issued)	4 7 10	3 1 0	
Rome (Italy)		a *Via France*, Rl. to Marseilles; Str. to Civita Vecchia; Rl. to Rome	12 3 0	8 19 0	4 0 0
"	"	b *Via France* to Paris; Rl. to Marseilles; Rl. to Nice or Mentone; Dil. to Savona; Rl. to Genoa, thence to Sestri; Dil. to Spezzia; Rl. to Pisa; Railways from Pisa to Florence, Florence *via* Foligno, or *via* Orbetello to Rome	12 15 0	9 6 11	6 0 0
"	"	c *Via France* to Paris; Rl. to Macon, Amberieu, Culoz, St. Michel; Rl. through Mont Cenis to Susa; Rl. to Turin, Genoa; Str. to Civita Vecchia; Rl. to Rome	10 10 0	8 0 0	4 0 0
"	"	d *Via Switzerland* to Milan; Rl. to Genoa; Str. to Civita Vecchia; Rl. to Rome	12 15 0	9 6 5	5 0 0
"	"	e *Via Trieste* to Vienna; to Trieste; Str. to Ancona. Rl. to Rome by Foligno	14 1 7	9 15 9	6 0 0

Itinerary of Routes (continued).

From LONDON to		The Homeward-bound Traveler must reverse the Routes.	Approximate Fares. 1st class £ s. d.	2d class. £ s. d.	Approximate Time. d. h. m.
Rome (Italy)	f	*Via Brenner Pass* (by rl.). London to Brussels in 10½ hours; Brussels to Luxembourg, 6½ hours; then to Wurzburg in 6 hours; to Stuttgardt, 6 hours; to Munich, 8½ hours; thence to Verona, 15¼ hours; Padua, 2½ hours; Bologna, 3 hours; Florence, 5 hours; thence to Rome, 12¾ hours. Total, 70 hours			
[Holland					
Rotterdam	a	Steamer direct from London.	1 10 0	0 17 6	0 18 0
" "	b	To Antwerp; thence per Rl. to Rotterdam	2 14 6	2 1 0	0 20 0
" "	c	*Via Harwich and Rotterdam*	1 5 0	0 15 0	0 15 30
St. Petersburg (Russia)	a	*Via Cologne* to Berlin, and thence to Frankfort-on-the-Oder; thence Rl. to Eydtkuhnen, thence Rl. to St. Petersburg	15 0 0	12 0 0	4 0 0
" "	b	Steam to Hamburg Wed. m. Rl. to Lubeck; Str. thence at noon Sat. to St. Petersburg. No exam. of Lugg. till arr. at St. Peters. Expense (exclusive of provision)	6 15 0	4 10 0	6 0 0
Vienna (Aus)	a	*Via Cologne*	9 2 9	6 9 3	3 2 0
" "	b	*Via Calais and Paris*, Strasbourg	9 6 5	8 5 6	3 8 0
" "	c	*Via Hamburg*, Str. direct from London; Rl. to Berlin and Vienna	6 9 6	4 8 6	3 18 0
" "	d	*Via* Calais, Brussels, Cologne Bonn, Mayence, Darmstadt, Wurzburg, Nurnberg, Regensburg, Passau, Linz in 50 hours. Mixed Tickets, 1 cl. to Cologne and 2 cl. to Vienna, £7. 4s	7 4 0	.....	2 2 0
Venice (Lombardy)	a	*Via France* to Paris; to Milan; Venice	11 9 5	6 3 6	3 12 0
" "	b	*Via Switzerland* to Bale; to Milan; Rl. to Venice	9 7 7	7 0 0	4 0 0
" "	c	*Via Trieste*, Rl. or Str. to Venice	13 8 7	9 7 11	4 12

MOST DIRECT ROUTES

From PARIS to the Principal Cities in Europe, the fares, the means of conveyance, and time of journey.

Route from PARIS to	The homeward bound Traveler must reverse the Routes.	Ordinary Fares.		Time.	
		1st class.	2d class.	Exp.	Ord'y.
		fcs. cts.	fcs. cts.	d. h. m.	d. h. m.
Amsterdam (Holland)	Rl. *via* Brussels; Rl. thence via Malines, Antwerp, Breda, etc	65 00	49 80	0 17 30	
Antwerp (Belgium)	Rl. *via* Brussels; Rl. thence via Malines.	38 50	27 80	0 7 30	0 14 0
Bale (Switz.)	Rl. *via* Belfort and Mulhouse; thence to Bale	.....	.....	0 12 35	0 21 0
Berlin (Prussia)	Rl. *via* Cologne; thence to Berlin ..	153 75	137 80	0 30 0	0 40 0
Bordeaux (France)	Rl. *via* Orleans, Tours, Poitiers, and Bordeaux	65 00	49 80	0 11 0	0 16 0
Boulogne (France)	Rl. *via* Amiens, Abbeville	30 00	21 85	0 5 0	0 7 0
Brussels (Belgium)	Rl. *via* Creil, St. Quentin, Manbege; thence to Brussels	35 80	26 80	0 6 30	0 14 0
Cologne (Prussia)	Rl. *via* Creil, St. Quentin, Charleroi, Namur, Liege, Verviers, Herbesthal, Aix-la-Chapelle ...	58 95	43 85	0 11 0	0 16 0
Constantinople (Turkey)	Rl. to Marseilles; thence by Str. Messageries Impériales	492 00	305 40	11 0 0	11 0 0
Frankfort-on-Main (Germany)	a Rl. *via* Strasbourg; Kehl, Carlsruhe, Heidelburg, and Darmstadt	85 00	61 50	0 14 30	0 24 40
" "	b Rl. *via* Cologne and Mayence	83 00	61 50	0 16 25	0 24 40
Geneva (Switzerl'd)	.....	70 00	52 50	0 22 0	

Itinerary of Routes (continued).

Routes from PARIS to	The homeward-bound Traveler must reverse the Routes.	Ordinary Fares.		Time.	
		1st class	2d class.	Exp.	Ord'y.
		fcs. cts.	fcs. cts.	d. h. m.	d. h. m.
London (England)	a Rl. to Calais; Str. to Dover, Rl. to London Bridge Sta.	75 40	53 10	0 10 0	
" "	b Rl. to Calais; Str. direct to London Bridge Wharf, London	35 00	30 00	.....	0 14 0
" "	c Rl. to Boulogne; Str. to Folkestone; Rl. to London Bridge Sta	67 80	49 30	0 10 0	
" "	d Rl. to Boulogne; Str direct to London Bridge Wharf	35 00	30 00	.....	0 14 0
" "	e Rl. to Dieppe; Str. to Newhaven; Rl. via Brighton to London Bridge Sta.	35 00	30 00	.....	0 16 0
" "	f Rl. to Havre; Str. to Southampton; Rl. to Waterloo Sta.	27 50	25 00	.....	0 21 0
Madrid (Spain)	Rl. to Bordeaux and Bayonne; Rl. to Irun; thence by Rl. to Madrid	166 15	124 65	0 40 0	
Marseilles (France)	Rl. *via* Lyons and Avignon	106 30	79 75	0 18 30	0 29 0
Milan (Italy)	Rtes. from London via Paris	125 00	93 75	.....	0 42 0
Munich (Bavaria)	To Stuttgardt; Rl. thence via Ulm and Augsburg	93 75	65 00	0 21 15	0 38 15
Naples (Two Sicils.)	Rl. to Marseilles; Str. thence to Naples.	230 50	177 50	4 0 0	4 0 0
Rome (Italy)	See Rtes. from London via France	198 70	153 75	3 12 0	4 0 0
Strasbourg (Alsace)	Rl. to, *via* Nancy	56 25	42 15	0 9 30	0 16 0
Turin (Italy)	See Rtes. from London via Paris	108 15	84 05	0 35 0	0 35 0
Stuttgardt (Wurtemb'g)	Rl. to Strasbourg; Rl. to Bruchsal and Stuttgardt	79 35	58 85	0 15 30	0 28 30

DISTANCES AND MEASURES.

DISTANCES, ETC.

	MILES.	TIME.	FARES 1st cl.	FARES 2d cl.
		h. *m.*	*s.* *d.*	*s.* *d.*
Between Cork and London		18 0	69 6	52 3
" Dublin "		12 0	62 6	45 6
" Glasgow "	406	11 45	70 0	51 0
" Edinburgh "	401	11 25	70 0	51 0
" Liverpool "	201¼	5 30	35 0	26 0
" Plymouth "		6 15	53 0	18 6
" Southampton "		2 36	15 6	11 0
			fr. cts.	fr. cts.
" Brest and Paris	623 kilom.= 395 miles	16 45	69 80	52 35
" Havre and Paris	228 kilom.= 144½ miles	5 15	25 55	19 15
" Liverpool and New York			3040	miles.
" Queenstown "			2795	"
" Southampton "			3110	"
" Plymouth "			3030	"
" Brest "			3020	"
" Havre "			3200	"
" Bremen "			3540	"
" Hamburg "			3590	"
" "Fastnet Light" and Queenstown			60	"
" Cape Race and New York			1000	"

LENGTH-MEASURES.

France, Belgium, Italy, Netherlands, Switzerland, Greece,

1 Mètre = 39 37-100th inches, or
10 Decimètres, or
100 Centimètres, or
1000 Milimètres.

Prussia, Saxony, Hanover, Bavaria, Wurtemburg, & Minor States of N. German Confederation

1 Stab = 1 mètre, or 39 37-100th inches

Austria,

1 Imperial ell = 30 6-10th inches.
1 Fuss = 98-100th of a foot.

SKELETON TOURS IN AMERICA,

FOR EUROPEANS.

[The short paper which follows is intended to supply a few hints to tourists from other countries, arriving in America, as to the most profitable disposal of any brief time at their command—and a few reminders of home, and means of pointing out the features of the home-land more conveniently, to Americans abroad. Of the short "tours" indicated, most are *very* short, though more than one extend to a length that would cover several European countries; and the season supposed in nearly all, is the summer, at which time most tourists arrive, and during which, of course, most of the natural and artistic curiosities of the country can best be examined. The point of arrival from abroad is almost always New York; and a few leading objects of interest are mentioned, in and about that city, as well as in Boston, Philadelphia, and Washington—though local information and local publications must always be depended upon in some degree.]

IN AND ABOUT NEW YORK CITY.

Among the most notable objects in and about the metropolis of the Western World, may be first named the *Bay and Harbor of New York*, second to none in

size, convenience, or beauty, and well worth close observation, which can best be obtained by crossing some of the *Ferries* of the East and North Rivers, in themselves curiosities to those only familiar with river transit in other lands. *Staten, Governor's* and other islands will also command attention.

The sister city of BROOKLYN, though under a different local government, is, in effect, a part of New York; and it is through and beyond it (by ferry and horse-car) that *Greenwood Cemetery* will be reached—one of the largest, and in many regards one of the handsomest cities of the dead on the globe. A few miles beyond Greenwood may also be reached (by horse-car) *Fort Hamilton*, at the junction of the upper and lower bays, with charming and most extensive views; and (by horse or steam car) *Coney Island*, a fine sea-beach, with excellent bathing, and perhaps all the more attractive because somewhat promiscuous and free in its summer bathing attendance. *Prospect Park*, the new but very handsome public-ground of Brooklyn, should also be visited in this connection.

[Carriage-service in New York is very high and very bad; cab-service only less so. Public conveyances, the street horse-cars especially, and in some cases the omnibuses, should be much depended upon, and private vehicles only taken when absolutely necessary.] By carriage the favorite drives are to the *Central Park*, a large and admirable public-ground, lacking only age to be in some respects the equal, and in a few the superior of the Parisian Bois de Boulogne. As public grounds, *Washington Square*, *Madison Square*, and

Union Square, though small, will also command notice. Beyond the Central Park rides may profitably be extended to the *High Bridge*—an aqueduct bridge over the Harlem River, of great height and solidity. Some very pleasant drives may also be enjoyed through the finer avenues of Brooklyn.

Of Streets, the one best worth noting is *Broadway*, which should be driven, in open carriage if convenient, from its commencement at the Battery (harbor side), to its virtual termination at Union Square, many of the best commercial buildings being thus seen. Thence *Fifth Avenue* should be taken, to the Central Park, a view being thus caught of the finest fashionable street in America, and one of the handsomest in the world, though very irregular in architecture. *The Bowery* may be noted as the people's, or east-side Broadway; and down-town, *Wall Street* and *Broad Street* command attention, as the centres of the moneyed interest.

Of Markets, New York has few that are not disgraces. Of Commercial Buildings there are many of great cost and splendor. Of Churches, few command any attention, most of them being mere oddities; among them, *St. Paul's*, Broadway, and *St. John's*, Varick Street, best deserve notice, from age and good style, and *Trinity Church*, Broadway, as the most respectable (yet finished) Gothic erection on the continent. Of Hotel buildings there are many of commanding appearance, among them the *Grand Hotel, Fifth Avenue, Everett, St. Nicholas, Metropolitan*, and *Astor House*. Of buildings most notable of all, may be

mentioned the *City Hall*, the *New Court-House*, City Hall Park, (unfinished, but imposing, and containing some magnificent rooms); the *Custom-House* and *Sub-Treasury*, Wall Street; the dry-goods palaces of iron and marble, Broadway; the *Park Bank* and adjoining *Herald Office*, Broadway; the *Equitable*, *Mutual* and *New York* Life Insurance buildings, Broadway, unequaled in their class; the *Academy of Design* and *Christian Association* buildings on Fourth Avenue; *Booth's Theatre*, Sixth Avenue; the *Grand Opera House*, Eighth Avenue, (containing the Erie Railway Offices, unequalled in splendor); the *Academy of Music* and *Tammany Hall*, Fourteenth Street, &c. Principal theatres, *Wallack's*, *Niblo's*, *Booth's*, *Grand Opera House*, *Olympic*, *Fifth Avenue*, *Union Square*, *Lyceum*, *Wood's*, and *Bowery*.

NEW YORK TO WEST POINT AND HUDSON HIGHLANDS.

The transit from New York to West Point and the Highlands may be made in from two to four hours, by (1) Hudson River Railroad to Garrison's, then ferry to West Point; or by (2) morning boat on the river, to West Point direct; or (3) evening boat on the river, also direct. Either of the latter is preferable to the former, as by the river the tourist enjoys the magnificent pass of the Hudson through the Highlands, finer than any one point of the Rhine, and reminding him of the upper portion of Loch Lomond.

From either of the hotels at West Point the views are fine in all directions. Principal excursions to *Old Fort Putnam*, the scene of Arnold's treason,—and to

the *United States Military Academy*, with its gayety of cadet-life and varieties of Morning and Evening Parade.

NEW YORK TO LONG BRANCH.

The run may be made from New York to what is regarded as the most enjoyable line of sea-coast on the continent, at Long Branch, in $1\frac{1}{2}$ to $1\frac{3}{4}$ hours, by fine boats of the Southern Railroad of New Jersey, down Upper and Lower Bays to Sandy Hook, thence by rail to Long Branch. Or, by the new all-rail route, by the Pennsylvania Railroad to Rahway, Perth Amboy, Red Bank, &c., the sea-view being lost on the route, but much quicker time made. Long Branch affords the finest of surf-bathing, has fine drives in all directions, and is now the most fashionable sea-coast resort on the continent. Not less than ten thousand temporary boarders make it their mid-summer home, accompanying their sojourn with all the luxuries of wealth and idleness; and perhaps in no other spot of the Western world can the national character be more conveniently studied. The "bathing hour," every morning with some variation as to time, will be found especially worthy of study.

[The tourist wishing to visit Philadelphia and the West or South, can do so from Long Branch without first returning to New York; the line of the Southern Railroad continuing its course Southward and Westward to the Delaware River, and affording pleasant and rapid transit across the southern centre of New Jersey, to and from Philadelphia.]

NEW YORK TO NEWPORT AND BOSTON.

Newport, lying on the Rhode Island coast, at the mouth of Narragansett Bay, and long the resort of health-seekers and fashionables, is most conveniently and pleasantly reached by the steamers of the Narragansett Steamship Company, direct from New York every evening at 5 o'clock, and affording not only a delightful sail on Long Island Sound, but positively a new sensation to the most experienced tourist, in the size and unequaled magnificence of the vessels running on the route during the summer. Leaving the pier and proceeding past the whole line of the city, then past the islands lying in the Sound or East River, and up the Sound itself—unequaled opportunities are enjoyed for observing the water-front of the city, the extent of the penal and benevolent institutions on *Blackwell's Island*, *Ward's Island*, etc., the rocky dangers of *Hell Gate*, the attractive scenery of the river shores, the extensive fortifications guarding that approach to the city, at *Throg's Neck*, etc.—daylight lasting until those points of interest are passed, and the remainder of the course up the Sound offering few attractions.

[Newport can also be reached by Shore Line Railroad from New York to East Greenwich, R. I., thence by boat down Providence river.]

The principal attractions at Newport are to be found in its bathing (surf less heavy than that at Long Branch); in the fine drives, to *Fort Adams* and elsewhere; in yachting, for which the harbor is peculiarly fitted and famous; in fishing and pic-nic parties to the

Dumpling Rocks, Paradise, Purgatory, West Island, (ten miles distant, seaward, by boat,) &c. It is also peculiarly noted for its great number of *cottages ornée*, occupied by the wealthy, overlooking the sea and the harbor, and for the fact that what is called the "full season" there, in summer, comes later than elsewhere on the coast. The harbor is a fine one, with great depth of water. The town has also one relic of great interest, in the *Round Tower*, alternately called a Norse remain and a *windmill*, but which certainly gave rise to Longfellow's fine poem, the "Skeleton in Armor."

To BOSTON the tourist can go forward, after stay at Newport, by rail direct, in some 2½ hours.

Direct from New York to Boston, by this line, the option is given of stopping at Newport or going on to Fall River, thence by rail from either place to Boston; and the latter having the advantage, for through passengers, of not involving so early rising.

[Passage from New York to Boston may also be made by the Norwich and Stonington lines of steamers, every evening at 5; by rail on the New Haven Railroads, (leaving at 8 A. M., 12:15, and 8 P. M.,) passing through NEW HAVEN, (seat of Yale College,) HARTFORD and SPRINGFIELD; or by rail on the Shore Line Railroad, same hours, passing through NEW HAVEN and PROVIDENCE.]

BOSTON is one of the oldest-looking as well as one of the most thriving and interesting of American cities. Its relics and reminders of the Revolutionary War (1775 to 1783) with Great Britain, are peculiarly

noticeable—among them the *Old State House*, *Faneuil Hall* and the *Old South Church*, with the *Monument on Bunker Hill*, commemorative of the early revolutionary battle there, and the *Washington Head-Quarters*, in the handsome suburb of Cambridge, now the residence of the poet Longfellow. Of the other public buildings the *State House* is the most notable. It has many Churches, none of them particularly striking; and many Commercial Buildings, among the most substantial on the continent. The most fashionable street of the city proper is *Beacon Street*, and the most extensive business street, *Washington Street*. *Music Hall*, on Tremont Street, boasts the largest organ in America, and one of the largest in the world. Public Grounds—the *Common*, near the State House, with a very old elm called the "Liberty Tree," in the centre; and the *Public Garden*, adjoining, very handsome and tasteful. *Harvard University*, claimed to be the best as well as one of the oldest in the Western World, is in the suburb of Cambridge, near the Washington Head-Quarters; and *Mount Auburn*, a cemetery of much beauty, lies at a few miles distance. *Boston Harbor*, with its Islands, is worth notice; and across it may be seen the fine bluff and once fashionable watering place, *Nahant*, which may also be reached in a drive of a few miles, through Lynn, famous as the greatest of shoe-factories. Principal theatres of Boston, the *Museum*, *Boston*, and *Howard Athenæum*.

[Carriage-service in Boston, though bad, is better and cheaper than in New York. The numerous horse-cars may be freely depended upon, however, for most routes.]

NEW YORK TO PHILADELPHIA, BALTIMORE, AND WASHINGTON.

Transit between New York and Philadelphia is most commonly made by New Jersey Railroad, several trains per day, passing through *Newark*, *Elizabeth*, *Rahway*, and near *Princeton*, (seat of the College of New Jersey, half mile from the station, to the right); then over the Delaware River at Trenton, all in the State of New Jersey. Leaving the Delaware, one hour's ride in Pennsylvania, to West Philadelphia, total time, 2½ to 3 hours.

PHILADELPHIA, on the Schuylkill, is among the first cities of America, with the specialty of being the scene of the great Centennial Celebration of 1876. It has many Public Buildings commanding attention—among them *Independence Hall* (where the independence of the United States was first declared), *Girard College*, *U. S. Mint*, the old *United States Bank* building, the *Academy of Music*, the *Continental* and *Lapierre Hotels*, and several Commercial Houses on Chestnut Street. Most notable streets—*Chestnut*, *Market*, and *Broad*, with many others only less interesting. Public Grounds, *Fairmount Park* (with celebrated Fairmount Water Works, on the Schuylkill,) *Independence Square*, and many others. Cemetery—*Laurel Hill*, the rival of Greenwood and Mount Auburn, within a short distance. Principal Theatres, the *Arch Street*, *Chestnut Street*, and *Walnut Street*.

[It is from Philadelphia that a visit may be most conveniently paid, by railway, to the watering-place of CAPE MAY, on the Atlantic coast, at the extreme

southern end of New Jersey and the northern lip of Delaware Bay, which vies with Newport and Long Branch in excellence of bathing and fashionable resort, while it is considered far finer than either by most Philadelphians. It has many fine hotels, with immense sea-frontage, commanding the most excellent of marine views, and offering strong temptations for extended sojourn.]

From Philadelphia (West Philadelphia, New York Depot) to

BALTIMORE, Maryland, a city of much beauty but few features, except its *Monuments*, demanding special attention; thence on by rail into the District of Columbia, to

WASHINGTON, the Capital of the United States, lying on the Potomac River, but with no attractions whatever, except such as are derived from its national position. Much interest, however, will be found in the *Capitol*, incongruously built, but well-located on Capitol Hill, and with one of the finest domes in the world. Within it will be found the national *Senate Chamber* and *Hall of Representatives*, presenting many excellent and some bad features; the *U. S. Supreme Court Room*, etc. Besides this should be visited the *President's House, Treasury, War Department, Patent Office, Smithsonian Institute*, etc. Congress is in session every winter, from 1st December to 1st March, and every alternate year, (that with even number) during a considerable part of the spring and summer seasons.

[From Washington the tourist may go south, by

boat and rail, to RICHMOND; thence to the *Natural Bridge, White Sulphur*, and other *Springs*, &c.; to some of the more southerly cities, in moderate weather; or returning to Baltimore, the Baltimore and Ohio Railroad may be taken across the Alleghany Mountains to the Western cities.]

NEW YORK TO THE CATSKILL MOUNTAINS.

For this, one of the most charming of all short-trips, day-boat on the Hudson River should be taken, thus securing day-light view of the *Palisades, Hudson Highlands*, and other magnificent scenery of the river. Landing at Catskill Landing, take stages to the *Catskill Mountain House*, one of the highest-located of all American places of summer sojourn, and in many regards the superior of all others—with splendid Sunrise, excursions to Kauterskill Falls, the Clove, Lakes, &c. Or, landing at Rhinebeck or Rondout, take stage to the *Overlook Mountain House*, less known but even higher in location than the other, and commanding equally wonderful, though different view, with many fine excursions to favorite points in the Woodstock region of the Catskills.

NEW YORK TO SARATOGA AND LAKE GEORGE.

Day-boat to Albany, or Hudson River Railroad, or night-boat, to that point. Thence, rail to SARATOGA, one of the most fashionable of American watering-places, and the most celebrated of American Spas. The natural scenery is tame, in the neighbor-

hood, though there is much beauty at and around the *Lake*, which supplies the favorite and usual drive for all visitors. The *Springs* are very numerous and deservedly celebrated for different healing and tonic qualities; the hotels are admirably located and surrounded; and in the "season" (1st July to 15th September), the place has certainly many charms, apart from its "society," and its notable annual Races.

Rail from Saratoga to *Moreau Station*, thence coach across a slight range of mountains, with the fine scenery of the Upper Hudson, to

LAKE GEORGE, one of the loveliest of American lakes, bosomed in mountains, and celebrated in poetry and in the romances of Cooper. Many days of pleasure may be spent at some one of the hotels beside the beautiful "Horicon," or rowing or sailing on its wonderfully-clear waters, the scenery embodying many of the features at once of Loch Katrine, Windermere, and the Lakes of Killarney.

[The tourist going northward, may take boat down the Lake, cross by wagon to Lake Champlain at Ticonderoga, and thence go on by boat on Champlain, to the Green Mountains, the White Mountains, or Canada.]

NEW YORK TO TRENTON FALLS.

To Albany, by either of the routes before mentioned; thence to Utica by the New York Central Railroad; thence by the Utica and Black River Railroad, but a few miles, to these the most beautiful of cataracts on the American continent.

[This detour may properly be made, on return from Niagara Falls or Canada.]

NEW YORK TO NIAGARA FALLS.

The tourist should unquestionably leave New York for Niagara Falls by the Erie Railway, as *no other railway ride in Eastern America can compare with many portions of this, in splendor of scenery.* This latter is especially the case with that portion of the road running along the Upper Delaware, that crossing the great Starucca Viaduct, etc., and which seem only fit preparation for the glories of the Great Cataract; while later in the day and the journey, the beautiful Valley of the Susquehanna affords only less delight. [Detour may also be made, from this line, at Salamanca to the *Oil Regions of Pennsylvania*, by those who have time and taste for the study of that wonderful development of natural wealth. Or the *Coal Regions* of the same State may be visited, leaving New York by the Delaware, Lackawanna and Western Railroad, by the splendid *Delaware Water Gap*, to *Scranton*—thence to the line of the Erie road at Binghampton.] The principal places passed through on the main line of the Erie road, besides many minor ones, are the manufacturing town of *Paterson*, and the large towns of *Binghamton* (with the Inebriate Asylum of the State) and *Elmira*, with the alternative of either ROCHESTER (site of Genesee Falls) or BUFFALO, on the shore of Lake Erie, from either of which places the connection is direct to

NIAGARA FALLS, admittedly the Cataract Wonder

of the World. Of course no attempted description of this wonder of nature is called for in this place. It is enough to say that to see it thoroughly requires views from *Goat Island*, *Lunar Island*, *Terrapin Tower*, the *Bridge over the Rapids*, the bottom of the *Cave of the Winds*, and *Prospect Point*, all on the American side,—and from *Table Rock*, the *Clifton*, and some point below, as well as *under the Fall itself*, all on the Canada side; while impressions are materially added to by additional surveys from a small boat, crossing the Rapids below the Fall, and from the *Suspension Bridge*, still farther below. At the proper time of the moon, the *lunar rainbow*, as seen from Lunar Island, should not be neglected.

Of other curiosities and places of interest, in the neighborhood, should be visited the two *Suspension Bridges*, the *Whirlpool*, a mile lower down the river, the *Burning Spring*, above the Rapids, on the Canadian side, the *Observatory*, on the battle-field of Chippewa, &c.

From Niagara, the tourist who has gone up by the Erie Railway and does not intend to proceed farther East or West, should return to New York by the New York Central Railroad (from Suspension Bridge), passing through the large towns of ROCHESTER, SYRACUSE and UTICA, to ALBANY; (capital of the State of New York, with few objects of interest, except the *State House*); thence down the Hudson by the Hudson River Railroad. Much fine though comparatively tame scenery will be found on this route, especially in those earlier portions of it which run through the

Valleys of Genesee and the Mohawk—sections considered among the most fertile in America. Below Albany, there will be enjoyed splendid views of the Catskill Mountains, the Hudson Highlands, Palisades, &c.

FROM NIAGARA, THROUGH CANADA.

The tourist, intending to extend his trip eastward through Canada, will take the Grand Trunk Railway (a most extensive and excellently managed line, reaching from Niagara Falls to Portland, Maine) at Suspension Bridge, to TORONTO, on the shore of Lake Ontario. Without much of special interest in the town, he will find it pleasantly located on the verge of the Lake, and he will also discover the handsomest and best-appointed law-building and law-court, on the Western continent, in *Osgood Hall*, as well as much fine shade and many handsome churches and other buildings.

From Toronto, again by the Grand Trunk Railway, through *Port Hope*, *Kingston*, *Dundas*, &c., or by steamer down the Lake and the St. Lawrence, through the famous *Thousand Islands* and the *Rapids*, to

MONTREAL, the chief city of the Dominion, which should have been the permanent capital. Most important objects of interest, the *Cathedral*, *Bonsecours Market*, the *Place d'Armes* and *Bank of Montreal*, *Mount Royal Cemetery* (wonderfully fine and extensive view), the *Streets of the Old Town*, with their marked resemblance to those of Paris, and the great *Victoria Tubular Bridge*, spanning the St. Lawrence, between

Point St. Charles and La Prairie, and rendering yet more memorable the name of Robert Stephenson.

[Detour may be made from Montreal, by Grand Trunk, to Ottawa, capital of the Dominion.]

From Montreal, again by Grand Trunk, or by night-boat down the St. Lawrence, to

QUEBEC, the oldest and most interesting of the Canadian cities. Principal attractions, the *Citadel*, higher than any other point of defence on the continent; the *Plains of Abraham*, where Wolfe fell; the *Esplanade*, with fine view; the *Public Garden*, with Wolfe and Montcalm Monument; the *University*, *Court House*, &c. Two grand excursions from Quebec: that to the *Falls of Montmorenci*, near the city; and that to the wonderful scenery of the *River Saguenay*, made by boat, in a space of about three days.

[From Quebec the tourist may take Grand Trunk to Portland (Maine) or Island Pond, and thence return southward by either the White Mountains, and Boston; or by the Green Mountains, Lake Champlain, Saratoga, the Hudson, &c.]

NEW YORK TO THE WHITE MOUNTAINS.

From New York, the White Mountains of New Hampshire, finest of all the mountains of the Eastern States, may be reached by Norwich line of Sound steamers, to New London, Connecticut; thence by rail through WORCESTER, *Nashua*, *Manchester*, *Concord* (capital of New Hampshire), *Wier's Landing* (foot of Lake Winnepesaukie), *Plymouth* and *Wells River*, to *Littleton*, at the foot of the mountains.

From Littleton, by stage to the PROFILE HOUSE, in Franconia Notch, one of the choicest resorts of the range. Principal curiosities in the neighborhood, the *Old Man of the Mountain*, the *Flume* and *Echo Lake*, with the shape of the *Dead Washington* in the mountain-tops eastward, from the Flume House, and ascents of *Bald* and *Lafayette Mountains*.

From the Profile the tourist should go on by stage to the CRAWFORD HOUSE, at the White Notch, see the *Willey House*, (site of a great land-slide calamity), make the ascent of *Mount Washington*, (highest mountain in the Eastern States) on horseback from the Crawford, and descend on the other side by the railway to the GLEN HOUSE, thus securing all views in the ascent and descent, as well as the wonderfully fine one from the top—more extensive than that from the Rhigi, in fine weather, and one of the most memorable in the world. If convenient the night may be spent at one of the small houses on the top, for the possible enjoyment of the magnificent sunrise.

From the Glen House, by stage, to *Gorham*, if it is intended to take railway direct northward or southward; but if time allows it is much more advisable to take stage to *Conway* and thence to *Centre Harbor* or *Wolfboro*, on *Lake Winnepesaukie*, one of the loveliest of American lakes; thence steamer across the lake to *Alton Bay;* thence Boston and Maine Railroad to Boston, and return to New York by boat on the Sound.

Or, this route may be reversed and partially modified by going up from Boston by Lake Winnepesaukie, to the White and Franconia Notches, thence by rail from

Littleton and Wells River, to Burlington, on Lake Champlain, thence southward by boat, the Hudson River Railroad, &c.

Or, a detour may be made and a partial view of the White Range caught, stopping at Gorham on the route southward from Quebec and Portland to Boston,—or one of the Franconia range, stopping at Wells River on the route southward from Montreal by Lake Champlain to New York.

TO THE WESTERN CITIES.

Routes of travel from the Eastern cities to what is loosely described as "the West," are very numerous. Strictly speaking, the pursuance of any of them involves a considerable amount of time, and only a few hints can be given to those about to proceed in that direction.

To DETROIT and CHICAGO (the latter now splendidly rebuilt from a mere ruin, from the great fire of October, 1871, which swept away nearly half of the city, and literally all the business part of it), the tourist may go on by Great Western (of Canada) and Michigan railways, when at Niagara; or he may take the Lake Shore and Michigan Southern lines from Buffalo (near the Falls) to reach CHICAGO.

By Philadelphia the Pennsylvania Railroad may be taken to *Pittsburgh*, a manufacturing town of importance, at or near the western edge of Pennsylvania; thence connection of the same road, by Fort Wayne, to CHICAGO, or the Pan-Handle route to CINCINNATI,

(capital of Ohio) and *Louisville*, Kentucky; or from Cincinnati by the Ohio and Mississippi Railroad direct to ST. LOUIS, Missouri, one of the most important cities of the West, lying on the Mississippi River. Thence down the Mississippi by boat, or by the Illinois Central and Mobile and Ohio Railroads to *Mobile* and NEW ORLEANS (metropolis of the Gulf States and the Paris of America) if the extreme South is to be visited. Or, either from Cincinnati, St. Louis or Chicago, rail may be taken to *St. Paul* and the northwest, including the extensive and interesting *Lake Superior* region.

Or, another favorite route to the West may be taken from New York—the New Jersey Central or Allentown line passing through *Harrisburgh* (capital of Pennsylvania), to *Pittsburgh*, from which point West, Northwest or Southwest as before.

TO THE SOUTHERN ATLANTIC CITIES.

CHARLESTON, SAVANNAH, and other cities on the Atlantic coast may be reached direct from New York by steamer sailing to either; or the Great Southern Mail route may be taken (nearly all rail) leading through PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, WILMINGTON, etc., with return by *Augusta* (Georgia), *Columbia* (South Carolina), etc.

TO CALIFORNIA—BY STEAMER OVERLAND.

Tourists in America, who have abundance of leisure, desiring to see something of the tropics and life on the waves of the Pacific, will still find excellent convey-

ance to California by the Pacific Mail steamers; and many of them will arrange to make either the eastern or western run in that way. But that wonderful engineering triumph, the Pacific Railroad, has conferred upon no other persons blessings so great as upon *people in a hurry;* and the great majority of visits to the Pacific coast will necessarily be made by rail, especially as such luxuries have been supplied to the line in the Pullman Palace Cars, including not only portable drawing-rooms, but full moving hotels and restaurants, as have never previously been dreamed of by the believers in Aladdin. Only a little time is needed, it may be surmised, to make the run to California, from the east, with such accommodations and through such magnificent scenery as marks much of the route, the rule instead of the exception.

To make this run, the objective point, that *must be* reached, is OMAHA, Nebraska. Naturally most of the travel thither passes through *Chicago*, (after reaching that city by some one of the routes before named), thence to Omaha by the Chicago and Rock Island Road. At Omaha commences the Pacific Railroad proper, crossing the Territories of Nebraska, Wyoming, Utah, Nevada, and the State of California.

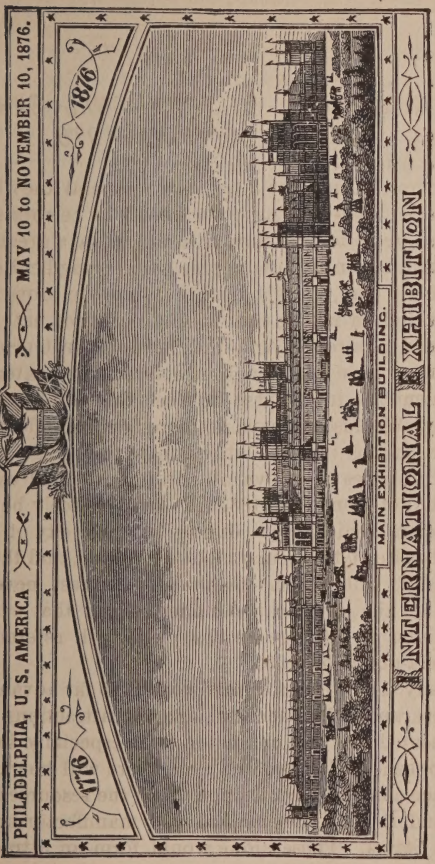
At *Cheyenne* journey should be broken, if possible, to take branch road to *Denver* and enjoy the magnificence of the Colorado mountains, considered by many travellers to equal those of the Bernese Oberland; and at *Ogden*, either going or returning, there is every probability that the journey *will* be broken, to take the short branch and look in upon the Mormons of

SALT LAKE CITY. From *Ogden*, direct to *Sacramento* SAN FRANCISCO and the Pacific, with a thousand curiosities of nature and people within reach, not to mention those crowning glories of the extreme West to be found in the *Yosemite Valley* and the *Big Trees of Calaveras.*

THE CENTENNIAL INTERNATIONAL EXHIBITION AT PHILADELPHIA—1876.

ALL the civilized world has now a general knowledge that the United States of America intend to celebrate the one hundred years of existence as a nation, by a great International Exhibition at Philadelphia—that being held as at once the noblest plan, and the one most likely to prove beneficial to mankind, of noting that special period of national existence and progress. And the SHORT-TRIP GUIDES, while claiming to have done much in making more extended and convenient the intercourse between the peoples of the Old and New Worlds, can have no more congenial field of effort, than in calling renewed attention to this great enterprise, which promises to crown all the international exhibitions since that of London in 1851. It need scarcely be said that to travelers from Europe, during 1876, the city of Philadelphia, the site of this remarkable exhibition, and the exhibition itself, will present features of interest never before offered on the American continent,—and that every additional item of intelligence conveyed with reference to it, must be a public benefit.

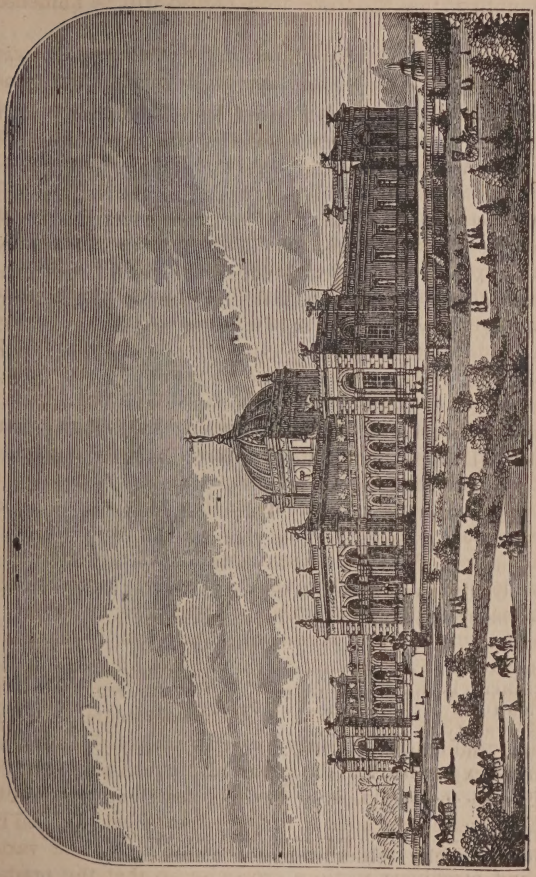
Already the progress of this work is so far advanced as to give assurance of its success; and the attractions that will be presented are of a character to be especially interesting to Europeans. For the first time there will be gathered in one place a complete collection of all the resources, agricultural and mineral, mechanical and manufacturing, of the United States. These alone would form an attraction sufficient to draw a large concourse together; but when, in addition, it is known that every important nation of the Old


PHILADELPHIA, U. S. AMERICA
MAY 10 to NOVEMBER 10, 1876.
1776
1876
MAIN EXHIBITION BUILDING.
INTERNATIONAL EXHIBITION

World has signified its intention to co-operate, there can be no doubt but that the travel from abroad will be immensely increased.

Philadelphia has many advantages for this proposed visit, in the way of location and accommodations. Sufficiently supplied with excellent hotels, there are besides more dwelling-houses in proportion to the population than in any other city in the world. A thorough census is being made of the city, as regards its accommodations; and visitors may rest assured of comfortable quarters at reasonable prices—no unimportant item, when remembering the opposite fact, as exhibited to some extent in Paris, and to a large extent in Vienna. At present there are lines of reliable steamers running direct from Liverpool and Antwerp to Philadelphia; and in April, 1876, additional vessels will leave Havre, Hamburg, Bremen, and probably other European points of departure, for the same port. The distance from New York being but two hours by rail, all the lines to that city will also be found available, literally being, for the time, lines to Philadelphia.

The Exhibition Buildings themselves will be constructed upon the best plans; advantage being taken of the experience gained in London, Paris and Vienna, to the latter of which places Philadelphia sent special commissioners of observation with this end in view. We give, herewith, illustrations of some of the principal buildings, to which we would invite general attention. The most important of these is the MAIN EXHIBITION BUILDING, in which will be displayed all the productions of the known world, not specially designed for the other departmental erections. This building, conveniently located for access by horse-cars and steam railroads, in the great Fairmount Park, one of the largest in the world, is to be 1,876 feet long and 464 feet wide, covering an area of 936,008 square feet, divided into parallel zones, lengthwise of the building; the various nations occupying sections crosswise, so that the products of each class from the whole world will be brought into the

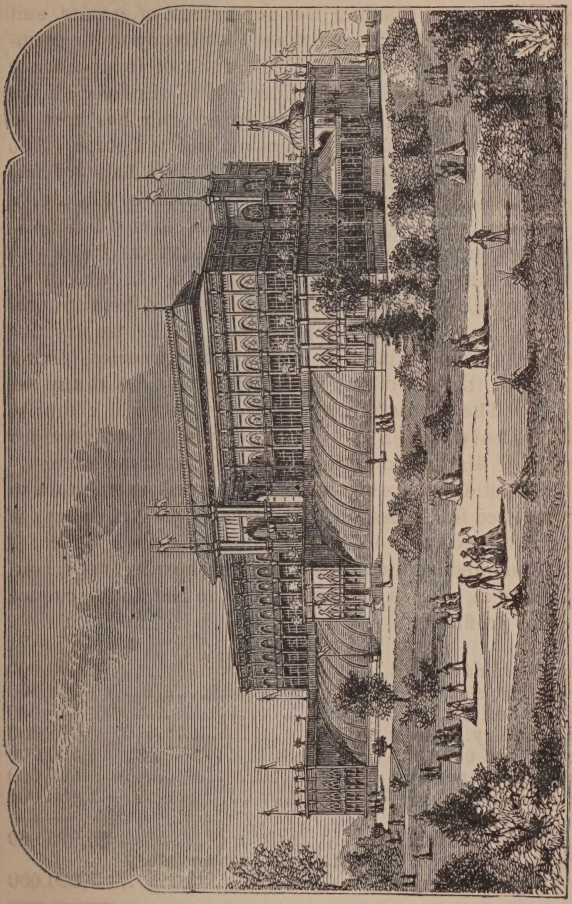


ART GALLERY, OR MEMORIAL BUILDING.

same line. The ART GALLERY, or MEMORIAL BUILDING, is located about one hundred feet north, built of granite, and intended to remain as a permanent testimony to the memory of those who signed the Declaration of Independence in 1776. In this magnificent edifice will be displayed all the treasures of Art; and no former world's-fair has been so favored, in such a casket for painting and sculpture. The MACHINERY DEPARTMENT consists of a main hall 360 feet wide by 1,402 feet long, and an annexe, on the south side, of 208 feet by 210 feet. The entire area thus covered is 558,440 square feet, or $12\frac{82}{100}$ acres. The HORTICULTURAL HALL AND CONSERVATORY is beautifully located, and will present an epitome of all the products in floriculture and horticulture, including many specially appertaining to the tropics, the immense extent of latitude covered by America giving facilities in this direction, never before enjoyed at any exhibition. The AGRICULTURAL DEPARTMENT will comprise buildings covering ten acres, with every accommodation for stock of all kinds, and all the details of that great interest.

These buildings are all in rapid progress and certain to be completed in due season. The cost of the Art Gallery is assumed by the State of Pennsylvania; the other expenses are enumerated herewith—the figures showing very conclusively that, even as an investment, the Exhibition cannot fail to be profitable.

Main building	$1,600,000
Machinery hall	800,000
Agricultural	400,000
Conservatory	275,000
Ground and offices	1,000,000
General expenses	500,000
Police, &c.	1,400,000
Total	$5,975,000
Deduct the city subscription for conservatory and machinery	1,000,000
Leaving total expenses to stockholders	$4,975,000



HORTICULTURAL BUILDING.

Receipts of the exhibition, based on the Paris Exposition:

From visitors	$4,500,000
Value of the material after the exhibition	500,000
Concessions	250,000
Total receipts	$5,250,000

Thus paying back stock and interest, with a surplus.

We give, on following page, in addition to the views of buildings before noted, two cuts of the very handsome Centennial Medal, which certainly, both in design and execution, reflects credit on the taste of those who have in charge this great American enterprise.

THESE UNITED COLONIES ARE AND OF RIGHT OUGHT TO BE FREE AND INDEPENDENT STATES.
1776
IN COMMEMORATION OF THE HUNDREDTH ANNIVERSARY OF AMERICAN INDEPENDENCE.
1876
JOINT COMMITTEE OF CONGRESS

OBVERSE AND REVERSE OF THE CENTENNIAL MEDAL.

EUROPEAN HOTELS FOR AMERICAN TRAVELLERS.

IRELAND.

QUEENSTOWN.—*The Queen's Hotel.*

No one landing from any of the steamers, at Queenstown, but observes the admirable location of the Queen's Hotel, immediately on the esplanade, within a stone's-throw of the waterside, and with the frontage of a palace. It has, unfortunately, not always been well kept; but any deficiencies are now supplied, in the most agreeable manner; as Mr. William Raymond, so well known in connection with the Royal Cork Yacht Club, has succeeded to the management and is making it a first-class hotel in every particular. Americans landing at Queenstown may here find the place of sojourn they desire, while enjoying the scenery of the finest watering-place of the south of Ireland, visiting Cloyne, Balvelly, and the many other points of interest in the neighborhood, with rides of unequalled beauty, sails on the Lee, on the fine harbor, &c.

CORK.—*Imperial Hotel.*

If ever the place is to be found, carrying out Shenstone's idea of "meeting his warmest welcome at an inn," that place will probably be discovered in the Imperial at Cork, so capitally located that all the beauties and all the conveniences of the city are at immediate hand, and so liberally and even baronially kept, that Sir Cusack Roney, in his "Month in Ireland," was quite justified in pronouncing this hotel "worth the trouble of crossing the channel to see, if with no other errand." This house, so long under the manage-

ment of Mr. Cotton, is now in the capable charge of Mr. Peter Curry, in whose hands it will suffer no deterioration from its former high standing, if it does not even increase in reputation among the world of American and other observant travellers, through the courtesy and capability of the old hotel-man and accomplished manager, however young he may happen to be in years.

CORK.—*Royal Victoria Hotel.*

One of the favorite stopping-places of Americans, and especially of New Yorkers, at Cork, has for many years been the Royal Victoria, on Patrick Street, whereof the genial Robert Wilson has been and is the proprietor, devoted to his guests and his profession, and looking to it that his house shall at all times be that kind of a "home" for the traveller, leaving him the least possible excuse for home-sickness. In behalf of the other Cork hotel we have quoted Sir Cusack Roney: in behalf of the Royal Victoria, let us take the word of Judge Michael Connolly, admittedly a "judge" of comfort and good living, who pronounces it, as do many others in different words, "one of the most comfortable hotels in the whole breadth of the Green Island."

KILLARNEY.—*Royal Victoria Hotel.*

Few Americans, visiting the Lakes of Killarney under any intelligent guidance, who have not made the acquaintance of the Royal Victoria, so splendidly located on the very shore of the Lower Lake, opposite Innisfallen and Ross Island, that the wonder is generally acknowledged, why the noble owner of the lands in the neighborhood, does not have his seat there, in one of the loveliest spots on the globe. And few, who have ever enjoyed the luxurious comforts of this house, with its capital table in one of the most attractive dining-rooms in the three kingdoms, but have always looked back to their sojourn there with a sense of thorough satisfaction and a resolve to "do it again" at

the earliest opportunity. Those who have not lately visited the Lakes will be glad to know that Mrs. O'Leary, widow of Mr. John O'Leary, and so closely identified in the management, remains in that arduous charge, with able assistance, keeping the popular resort up to its full measure of popularity.

INCHAGEELA.—*Lake Hotel.*

GLENGARIFFE.—*Eecles' Hotel.*

DUBLIN.—*The Shelbourne Hotel.*

Unquestionably one of the most thoroughly appointed houses in Ireland, as one of the largest and most modern—with machinery lift, for ascent and descent, all the various special rooms which Americans find in the Fifth Avenue and Continental, and expect everywhere—and suits of rooms, fitted to all purses, from that of a prince to that of a gentleman of ordinary means, and without superior anywhere in their taste and completeness. The Shelbourne fronts Stephen's Green, the glory of Dublin, and from its roof and upper balconies commands splendid views of the Bay of Dublin, the Wicklow Mountains, and all the charming suburbs; and it also forms one of a chain of admirable connecting hotels, beginning at Cork and only ending at Londonderry.

DUBLIN.—*The Gresham Hotel.*

This splendid and most commodious house is located on Upper Sackville Street, near the Nelson Monument, the Post Office, &c., and immediately beyond Carlisle Bridge, leading to Trinity College, the Bank of Ireland, the Theatre Royal, and other places of interest- while its affording view on one of the most fashionable streets of Dublin, gives it a peculiar attraction, which is materially added to by its size, its luxurious appointments, the able supervision of manager Holder, and the late new arrangements by which the tariff of charges, always moderate, has been still reduced,

and the hotel rendered even more economical than before as a place of residence or temporary sojourn.

BRAY (WICKLOW).—*Royal Marine Hotel.*

Thousands of those in the habit of visiting the Shelbourne, at Dublin, have been led to wonder, during the past two or three years, as to the whereabouts of Mr. C. Goodman, long the manager of that hotel, and the possibility of his having altogether abandoned a calling for which he was so well fitted. Let us tell all enquirers, now, that Mr. Goodman is to be found in the management of the elegant and capitally-located Royal Marine Hotel, at the favorite watering-place, Bray, in Wicklow, only half-an-hour's ride by rail from Dublin, at the lower lip of the harbor. No handsomer sea-coast resort than Bray, is to be found in Europe; no better kept hotel than the Royal Marine; and when to this is added the fact that from the Royal Marine is the proper point of departure, by jaunting-car, for the Dargle, Glendalough, the Meeting of the Waters, &c., what more remains unsaid?

BELFAST.—*Imperial Hotel.*

One of the important links of the connection already named, with the Shelbourne at Dublin, first-class hotels at Cork, &c., is supplied by this house, Mr. W. J. Jury, the proprietor of the *Imperial*, being connected with the houses named, and also holding interest in Jury's Hotel, Londonderry. The Imperial stands on Donegal Place, an unexceptionable location; is thoroughly kept, in every particular; offers the very best of facilities on arrival and departure; and supplies advantages to visitors, in admission to the Botanical Gardens, the great linen factories, and other curiosities of Belfast, which would make sojourn there almost indispensable, even without its well-known interior attractions, which are really enough, of themselves, to make hurried people linger beyond their convenience.

LONDONDERRY.—*Jury's Hotel.*

The need of a first-class hotel at Londonderry, for the accommodation of Americans and other tourists landing at Moville or going north from Dublin and Belfast—was some years since supplied, by the purchase and enlargement of McCormack's, which now, under the able management of Mr. George Jury, and in connection with the hotels in the more southern cities, before named, makes the chain of comfort and convenience literally complete. Jury's stands on Foyle Street, very near the Liverpool and Glasgow steamer-wharves, and indeed in the very centre of convenience for those travelling for either business or pleasure.

PORTRUSH.—*Antrim Arms Hotel—Portrush Hotel.*
GIANT'S CAUSEWAY.—*Giant's Causeway Hotel.*

SCOTLAND.

GLASGOW.—*Queen's Hotel—Maclean's Hotel.*

EDINBURGH.—*The Balmoral Hotel.*

This hotel, admirably located on Princes street, overlooking the gardens of the same name, and with an enviable outlook over the old town, the Castle, and a thousand other objects of interest, is not only under the proprietorship of Mr. John Grieve, of that unequalled London restaurant, the St. James, Regent Street and Piccadilly (the best of guarantees for the excellence of the *cuisine*), but the local management is in the hands of a gentleman long resident in New York (Mr. E. W. Thiem), who well understands American needs and fancies, and is prepared to supply them to the fullest extent. The Balmoral, while by no means costly in its tariff as a first-class house, has large and admirable rooms, excellently furnished, and lays claim to be not only a favorite but one of the very best hotels in Scotland. For Americans, it has certainly no rival in the "Modern Athens."

INVERNESS.—*Station Hotel—Caledonian Hotel.*
BALLACHULISH.—*Ballachulish Hotel, Glencoe.*
PERTH.—*Kennedy's Royal George Hotel.*
STIRLING.—*Campbell's Royal Hotel.*
CALLENDAR.—*McGowan's Dreadnought Hotel.*
ABERDEEN.—*Robertson's Royal Hotel.*
DUNDEE.—*McNaughton's Royal Hotel.*
TROSSACHS.—*Blair's Trossachs Hotel.*
INVERSNAID.—*Blair's Inversnaid Hotel.*
TARBET.—*McPherson's Tarbet Hotel.*
ARROCHAR.—*McNab's Arrochar Hotel.*
OBAN.—*Royal Alexandra Hotel.*
BEN LOMOND.—*Jarrett's Rowardrennan Hotel.*

ENGLAND.

LONDON.—*Woods' Hotel.*

To hundreds of veteran American travellers in the Old World, Woods' Hotel, Furnival's Inn, Holborn, has long been known as one of the spots, in all London, where the quietest and best of accommodation could be secured, with elegant rooms, tasteful service, and that peculiar genia lity in general management, making the hotel *a home* instead of a mere place for eating and sleeping. It has the personal superintendence of Mr. Arnell, and members of his family, who thoroughly understand American tastes and requirements, accounting for part of its popularity; and the central position of the hotel to every point of interest, its convenience, and the scenes of Dickens' early life adjoining, may explain the remainder.

LONDON.—*Morley's Hotel.*

For more than a quarter of a century this admirably-kept house has been under the management of the Messrs. James, and it has never failed to receive a full share of the best American patronage—fully deserved by its extensive and well-arranged accommodations, and the thorough familiarity

of the proprietors and their employés with the desires of trans-atlantic visitors. Morley's stands on Trafalgar Square, and thus combines unequalled views with the very greatest convenience of access to the cab-centre at Charing Cross—to the Houses of Parliament, Westminster Abbey, the National Gallery, Parks, &c.—all features of no secondary importance to the traveller.

LONDON.—*Midland Grand Hotel, St. Pancras.*

This hotel, well and truly deserving the name of "Grand," forms the front portion of the magnificent St. Pancras Station of the Midland Railway, and is splendid as well as truly modern in its construction and fittings, besides being located in the immediate neighborhood of the other great railway stations, and thoroughly convenient of access. Meanwhile, thousands of Americans who have enjoyed the elegant hospitality of the Victoria Hotel, at Venice, will be glad to meet Mr. Robert Etzenberger, so long of that house, as manager of the Midland, rapidly making it one of the favorite homes for Americans in London.

LONDON.—*St. James Restaurant.*

This restaurant, undoubtedly the first in Great Britain, fronts on both Regent Street and Piccadilly; is under the proprietorship of Mr. John Grieve, of the Balmoral Hotel, Edinburgh, and supplies the most elegant of entertainments to the world of good-livers.

LONDON.—*Langham Hotel—Castle-and-Falcon Hotel (City).*

LIVERPOOL.—*Alexandra and Royal Hotels.*

It is not every hotel-proprietor, possessing the advantages of Mr. Eberle—the manager of these two popular establishments, both on Dale street, near each other, and most of the chief points of interest of the town—who can thus suit his single or double accommodation to the influx of visitors. Lodgings and attendance are excellent, in both; no better *cuisine* can be found in the kingdom, than that at either;

and no better "guide, philosopher and friend" exists than host Eberle, of the many languages. All Americans should be advised, by the way, that Mr. George Peabody, the banker and philanthropist, resided for a long time at the Royal, the elegant "Peabody Chambers," there, being an object of no common interest.

STRATFORD-ON-AVON.—*Red Horse Hotel.*
WINDERMERE.—*The Windermere Hotel* (*Lakes of Cumberland*).
BRIGHTON.—*Royal Crescent Hotel.*
MARGATE.—*Cliftonville Hotel.*

An excellent house, admirably located, in full view of the Channel; under the proprietorship of Mr. John Grieve, of the Balmoral, Edinburgh, and the capable management of Mr. Wallace.

BATH.—*White Hart Hotel.*
OXFORD.—*Randolph Hotel.*
LEAMINGTON.—*Warwick Arms Hotel.*
BIRMINGHAM.—*Queen's Hotel.*
SHEFFIELD.—*Black Swan Hotel.*
MANCHESTER.—*Queen's Hotel.*
YORK.—*Harker's Hotel.*
CAMBRIDGE.—*Red Lion Hotel.*
SCARBORO.—*Royal Hotel.*
COVENTRY.—*King's Head Hotel.*
MATLOCK BATH.—*New Bath Hotel.*
DOVER.—*Lord Warden Hotel.*
FOLKESTONE.—*Royal Pavilion Hotel.*

WALES.

ABERYSTWITH.—*Bellevue Royal Hotel.*
BEDDGELERT.—*Royal and Goat Hotel.*
LLANDUDNO.—*Royal Hotel.*
BANGOR.—*Castle Hotel.*
BEAUMARIS.—*Bulkley Arms Hotel.*

CONWAY.—*Castle Hotel.*
CARNARVON.—*Royal Hotel.*
LLANGOLLEN.—*Hand Hotel.*
LLANBERIS.—*Padarn Villa Hotel.*
LLANRWST.—*Victoria Hotel.*
RHYL.—*Belvoir Hotel.*

FRANCE.

CALAIS.—*Hotel Meurice.*
DIEPPE.—*Hotel de l'Europe.*
HAVRE.—*Hotel de l'Europe.*
BOULOGNE-SUR-MER.—*Hotel de Folkestone.*
ROUEN.—*Hotel d'Angleterre.*

PARIS.—*Splendide Hotel.*

This hotel, lately attracting and accommodating a very large and influential American clientelle,—is located in the very centre of Paris, on the Place de l'Opera, at the corner of the Rue de la Paix, whence most of the best sights of Parisian life on the Boulevards are in constant view. It is elegantly furnished, excellently kept, and in all respects desirable and satisfactory.

PARIS.—*Folkestone Hotel.*

This excellent house, supplying the very best of accommodation, without the impertinent pretensions of many others, is located on the Rue Castellane, very near to the Madeleine, the Louvre, the Place de la Concorde, the fine bridges over the Seine, and many of the most interesting objects in Paris. It is emphatically a "home" for English and American travellers and families, and well deserves its constantly increasing patronage and appreciation.

PARIS.—*Grand Hotel—Grand Hotel du Louvre—Westminster Hotel.*
BORDEAUX.—*Grand Hotel du France.*
BREST.—*Grand Hotel Le Quer.*

CHERBOURG.—*Grand Hotel de l'Aigle.*

This house is located on the Place Briqueville, near the Port, and in the most convenient of directions for visitors desiring to see the special attractions of Cherbourg. It is exceedingly well kept, under supervision of the proprietor, M. Moutalent.

DIJON.—*Hotel de la Cloche.*
LYONS.—*Grand Hotel de Lyon.*
MACON.—*Hotel de l'Europe.*
MARSEILLES.—*Grand Hotel de Marseille.*

NICE.—*Hotel d'Angleterre.*

An admirably located and thoroughly well-kept hotel, with fine views of the sea, beautiful grounds, and every requisite to make it a favorite with Americans.

ORLEANS.—*Grand Hotel d'Orleans.*
TOURS.—*Hotel de l'Univers.*
TOULON.—*Grand Hotel de la Croix de Maltê.*
TROUVILLE.—*Grandes Hotels des Roches-Noires.*
VICHY.—*Grand Hotel des Bains.*
BIARRITZ.—*Hotel d'Angleterre.*

SWITZERLAND.

GENEVA.—*Grand Hotel de la Metropole.*

This admirable and favorite Hotel has a capital location on the south side of the Lake, on one of the most fashionable and frequented promenades of the beautiful city, with the *Jardin Anglais* (place for summer evening concerts), the landing place of all the Lake steamers, the Bridge of Mont Blanc, and other objects of prominence, immediately in front and almost at the doors. It is of great size, admirably managed by Mr. Aldinger, and commends itself to American tourists as one of the best of the good hotels of Switzerland.

LAUSANNE.—*Hotel Gibbon.*
OUCHY.—*Hotel Beau-Rivage.*
FRIBOURG.—*Hotel Zahringen.*

INTERLAKEN.—*Hotel Victoria.*

No situation in the world can possibly be more beautiful than that of the Victoria, with the magnificent view of the Jungfrau commanded from all its front windows and balconies, and all the life of Interlaken passing before it on the handsome promenade. This is not alone, however, in giving it a prominent place with American and other tourists of taste; and it is admirably managed, by Mons. Ruchti and his assistants, in every detail.

GIESSBACH.—*Hotel Giessbach (Lake of Brienz).*
BERNE.—*Hotel Bernerhoff.*
LUCERNE.—*Hotel Schweizerhof—H. Englischerhof—H. Swan.*
RAGATZ.—*Hotel Tamina.*
MARTIGNY.—*Hotel Clerc.*
BALE.—*Hotel des Trois Rois.*
CHAMOUNIX.—*Hotel d'Angleterre.*

ZURICH.—*Hotel Bellevue.*

"By the margin of fair Zurich's waters," has long been written by the poets and sung by the singers; but there is no spot from which those waters of the lovely Lake can be more pleasantly examined, and their glories explored, than from the Bellevue, which stands at the verge of the Lake, near some of the most interesting portions of the fine old town; while the proprietors, Messrs. Ermell & Pohl, who have succeeded Mr. Guyer in the management, thoroughly understand the requirements of American and other tourists, and know "how to keep a hotel," in the best sense of the phrase.

ANDERMATT.—*Hotel des Trois Rois.*
COIRE.—*Hotel Steinbock.*
THUSIS.—*Hotel Via Mala.*
NEUCHATEL.—*Grand Hotel du Lac.*
FREIBURG.—*Grand Hotel de Freiburg.*
THUN.—*Hotel Bellevue.*

FALLS OF THE RHINE.—*Hotel Schweizerhof.*

Commanding the very finest of views of the great Falls of

Schaffhausen, called the "Niagara of Europe," this fine house is literally unequalled in location, as it is certainly admirable in every detail of management; while the view from the front, in clear weather, embraces the whole range of snow-crowned Alps, for convenience in distinguishing which, under the liberal care of M. Wegenstein, an ingenious contrivance has been supplied, itself worth a journey to the Falls to observe it. The Schweizerhof is now one of the favorite summer resorts of Americans in Europe.

VEVEY.—*Hotel Monnet.*
VILLENEUVE.—*Hotel Lord Byron.*

HOLLAND.

AMSTERDAM.—*Amstel Hotel.*
ROTTERDAM.—*New Bath Hotel.*
THE HAGUE.—*Hotel Paulez.*

BELGIUM.

SPA.—*Hotel de Flandre.*

BRUSSELS.—*Hotel de l'Europe.*

One of the best hotels in Belgium, charmingly located on the Grand Place, in the immediate neighborhood of the Royal Palace and Park (one of the finest in Europe), the Parliament houses, Palace of the Prince of Orange, and other interesting objects of visit and resort. It is thoroughly well-kept, and fully deserving of American patronage.

LIEGE.—*Hotel de Suede.*
GHENT.—*Hotel Royal.*
BRUGES.—*Hotel de Commerce.*
LILLE.—*Hotel de l'Europe.*
OSTEND.—*Bath Hotel.*

GERMANY.

ANTWERP.—*Hotel St. Antoine.*
HAMBURG.—*Victoria Hotel.*
BREMEN.—*Hotel de l'Europe.*
WURZBOURG.—*Hotel de Russie.*
BERLIN.—*Hotel Royal.*
DRESDEN.—*Victoria Hotel.*
HANOVER.—*Hotel Royal.*
HOMBOURG.—*Hotel de Russie.*
STRASBOURG.—*Hotel de la Ville de Paris.*
HEIDELBERG.—*Hotel de l'Europe.*
BADEN-BADEN.—*Hotel de Hollande.*

An excellent hotel, situated very near the Kursaal, the Promenade Grounds, the Drink Hall, Theatre, and other objects of first attraction at Baden-Baden; with the additional advantages of a Garden, in which the delicious air of that summer paradise can be enjoyed without uncomfortable publicity. The house has lately been enlarged, many rooms added, and the preparations to accommodate American tourists made especially perfect and notable.

FRANKFORT.—*Hotel Roman Emperor.*
WEISBADEN.—*Hotel Rose.*
MAYENCE.—*Hotel de Hollande.*
COBLENTZ.—*Hotel Geant.*
COLOGNE.—*Grand Hotel Victoria—Hotel du Nord.*
NUREMBERG.—*Hotel de Baviere.*
MUNICH.—*Hotel Bellevue.*

This hotel, supplying twice the comfort of some of the more pretentious houses, is situated on the Karl's Platz, one of the most notable public grounds of this literal City of Art and Palaces; very central and convenient to the Residenz, the Pinacotheks and other art buildings, the railway-stations, post office, and other places so necessary to be readily reached by tourists. There are few pleasanter

residences; as there are few more capable or courteous landlords than good English-speaking host Munkert.

LEIPSIC.—*Hotel de Pologne.*
METZ.—*Grand Hotel de Metz.*
AIX-LA-CHAPELLE.—*Hotel du Grand Monarque—Hotel Nuellens—Hotel du Nord.*
CONSTANCE.—*Hotel Hecht.*
LINDAU.—*Hotel Bayerische Hof.*
AUGSBURG.—*Bavarian Hotel.*

AUSTRIA.

VIENNA.—*Grand Hotel Metropole—Hotel Kaiserin-Elizabeth—Hotel Archduke Charles—Golden Lamb Hotel.*
INNSPRUCK (Tyrol).—*Hotel d'Autriche.*
PRAGUE (Bohemia).—*Hotel d'Angleterre.*

A well-located establishment, kept and managed by the Messrs. Hüttig, and well known over Europe for its moderate charges, cleanliness and comfort. It is much frequented by Americans and English, whose tastes are well understood by Mr. Edward Hüttig, the manager, long resident in America.

ITALY.

VENICE.—*Hotel Victoria.*

The only hotel in Venice, if report and appearance are both to be credited, built for that purpose and not shaped out of some old palace or other building. As a consequence, much more convenient within, than any other can be; and with the additional advantage of being within a few steps of the Piazza of St. Marc, the Doge's Palace, the Molo, and all that interesting cluster of objects lying almost together, making the chief charm of Venice. It is capitally managed by Mr. Etzenberger, also of the Midland Grand, London,—and worthy of the wide American patronage which it constantly receives.

MILAN.—*Hotel de la Ville.*
FLORENCE.—*Hotel New York.*
PISA.—*Victoria Hotel.*
LEGHORN.—*Victoria and Washington Hotel.*
TURIN.—*Grand Hotel Trombetta.*
NAPLES.—*Washington Hotel.*
GENOA.—*Hotel de la Ville—Hotel Feder.*
CHIAVENNA.—*Hotel Conradi.*
COMO.—*Hotel de la Reine d'Angleterre.*
STRESA.—*Hotel des Iles Borromées.*
ISOLA BELLA. —(Lago Maggiore).—*Hotel Delfino.*
VERONA.—*Hotel de la Tour de Londres.*
ROME.—*Hotel d'Allemagne.*
BELLAGGIO.—*Hotel Grande Bretagne.*
BOLOGNA.—*Grand Hotel Brun.*
LUGANO.—*Hotel du Parc.*
LUINO.—*Hotel Simplon.*
PALLANZA.—*Grand Hotel Pallanza.*
PALERMO.—*Hotel Central.*

SPAIN.

MADRID.—*Hotel Peninsulares.*
VALENCIA—*Hotel de la Ville de Madrid.*
SEVILLE.—*Fonda de Paris.*
CORDOVA.—*Fonda Suiza.*
CADIZ.—*Fonda de Paris.*

RUSSIA.

ST. PETERSBURG.—*Hotel d'Angleterre—Demouth's Hotel.*
MOSCOW.—*Hotel Hamburg.*

EGYPT.

ALEXANDRIA.—*Prince of Wales Hotel.*
CAIRO.—*Shepheard's Hotel.*

STEAMSHIP LINES AND BANKING-HOUSES.

In pursuance of the plan inaugurated in the earlier editions of the Short-Trip Guide, the following list is given, accompanied by brief remarks, of the steamship lines by which the American traveller, or his European brother returning the visit, may best trust himself to be carried safely and expeditiously over the Atlantic, and the banking-houses to some one of which he can trust himself in buying exchange or making other financial arrangements for the trip.

To most of the special features of all the steamship lines here represented, attention has before been freely called; and the present intention is merely to allude to continued standing before the public, and whatever changes may have been made in ships or sailing arrangements. Beyond this, a brief word will suffice: *No line is represented here, or will hereafter have place here, in which the writer does not place enough implicit confidence to be willing to trust himself and his in its charge;* and of the lines *not* represented here, as we make no endorsement, the intending traveller may draw his own conclusions as to their wish and ability to command his patronage.

Of the banking-houses, it should be observed that some material changes have taken place, during the past twelve months, in the number of reliable houses making a specialty of supplying exchange to travellers,—and that in no detail does the traveller need to be more careful, than in looking out bankers whom he can trust, in all senses of the word.

STEAMSHIPS TO EUROPE.

LINES BY QUEENSTOWN AND LIVERPOOL.

Cunard Line. (*British and North American Royal Mail Steamship Company.*)

The most important change in the operations of this leading line, of which the steamships now number more than a

quarter of a hundred, commanding public confidence even more than very extensive public patronage, and keeping up its old boast of illustrating extreme care by an almost total absence of accidents,—has been found in the completion and employment of the two very large new vessels, the "Bothnia" nd "Scythia,"—quite the equals of the old favorites in speed, while especially satisfactory in convenience as well as in sea-worthy qualities. With these, in the business of the present year, will of course be continued the old favorites, the "Russia," "Java," "Scotia," "Cuba," "Algeria," "Abyssinia," "Parthia," "Calabria," "Batavia," and many others, supplying the most unexceptionable accommodations, and graduating rates of passage to all requirements. The announced course of the steamers of this line, for avoidance of ice and collisions, is worthy of special attention. Sailings from New York, on Saturdays; from Boston, Tuesdays; and from Liverpool, Saturdays, for New York, and Tuesdays, for Boston.

Inman Line. (*Liverpool, New York and Philadelphia Steamship Company.*)

Very material addition was made to the force of this popular and excellent line, during 1873, in the coming into service of two of the largest and speediest vessels afloat—the "City of Chester" and "City of Richmond," the fine passages of which have well demonstrated their capacity. Even these are now supplemented by the coming on the line of the new Commodore's-ship, the "City of Berlin," still larger, and with quite as assured speed, while even greater is confidently predicted for her. With these are still associated, of course, the old and new favorites, the "Montreal," "Brussels," "Paris," "Brooklyn," "New York," "London," "Antwerp," &c., making up a fleet of large numbers and great capacity, with ship-yards apparently always busy n its enlargement. The announcement of this line will show the care habitually taken to avoid northern latitudes,

icebergs and collisions. Sailings from New York every Saturday; from Liverpool every Thursday; and from Queenstown every Friday.

Williams & Guion Line. (*Liverpool and Great Western Steamship Company.*)

"One of the most comfortable ships in which I ever crossed!" —such was the report of a man of experience, who made the westward crossing one equinox in the "Wisconsin," one of the favorite ships of this line; and the experience of many others on the "Wyoming," the "Idaho," "Minnesota," &c., proves that he was not alone in the opinion nor the ship in her quality. It must be said that the Williams & Guion boats, especially of the later build, have established a high reputation for comfort, convenience and sea-worthiness, and that they, consequently, deserve the patronage they receive. Both the "Montana" and the "Dacotah," larger and more powerful ships than any of the others, take their place in the line this season; and the addition cannot fail to add alike to the capacity and the popularity of a commendable service, continually growing better, year by year. Sailings from New York every Tuesday, and from Liverpool every Wednesday.

National Line. (*National Steam Navigation Company.*)

Continual improvement has been as markedly the characteristic of the National Line, as of any other ever conveying passengers between the Old World and the New. With their boats always large and burthensome, self-insured, and sailed on lines especially calculated to avoid ice and collisions; now they not only make the well-founded boast of employing the largest vessels in the trade, but the rate of speed has wonderfully increased, and some of the newer vessels are among the fastest as well as the noblest afloat. This is especially the case with the "Spain" and the "Egypt," closely followed by the "Italy," the "Greece,"

"Canada," "England," "France," "The Queen," &c.; and higher commendation is seldom bestowed upon passages by any line, than by old voyagers, on some of the National ships during the last two years. Sailings from New York every Saturday; from Liverpool every Wednesday; and from Queenstown every Thursday. From New York for London direct, every two weeks.

American Line. (*Philadelphia and Liverpool.*)

National pride being a thing impossible altogether to ignore, there is something very pleasant in being able to announce a line of American-built ships, of fine class and excellent appointments, making the boast of being "the only line of transatlantic steamships carrying the American flag." The American Line, between Philadelphia and Liverpool, though but young in experience, has certainly commenced its work most creditably; and it will during the present season and that to follow, have the advantage of being the one direct line to Philadelphia, with its attraction of the Centennial Exhibition. The fleet of this company, for the present year, will number the "Pennsylvania," "Ohio," "Indiana," "Kenilworth," "Abbotsford," "Minnesota," "Illinois," &c., with others to follow with increasing patronage and necessity. Sailings from Philadelphia every Thursday; from Liverpool every Wednesday.

LINE BY LONDONDERRY AND GLASGOW.

Anchor Line. (*Henderson Brothers, New York: Handyside & Henderson, Glasgow.*)

Among the largest fleets in the world is now that of the Anchor Line, with connections on every sea; and every year adds to the size as well as the number of its vessels—two of the Glasgow shipyards being now exclusively employed in building for it! With such resources it is not strange that year by year witnesses constantly increasing reputation and patronage. Among the favorite ships of the

season, now carrying the United States mails direct to Glasgow, will be the "Nubia," "Anchoria," "Victoria," "Utopia," "Bolivia," "Ethiopia," "Elysia," "California," &c., all new vessels, especially large, powerful, and perfect in all modern appointments. In addition to ordinary Glasgow service, this line offers special temptations of cheap round trips to that port, and thence to the Mediterranean ports and home—a summer run of great interest and pleasure. Sailings, from New York every Saturday, and from Glasgow (with call at Londonderry) every Saturday.

LINE BY BREST AND HAVRE.

French Line. (*Compagnie Générale Transatlantique.*)

With the present season, if the passenger traffic keeps up the promise held out for the year preceding the Centennial, we shall have that pleasure for which we have so long waited—that of announcing that the popular Compagnie Genéralé Transatlantique will commence running their steamers weekly instead of fortnightly. This has been long desired, both by the company and its host of patrons. The fine steamers of this line—the "Pereire," "St. Laurent," "France," "Ville de Paris," "Lafayette," "Amerique," "Labrador," "Washington," and others, will now be devoted to the New York and Havre service, and the loudly expressed want thus supplied. The French steamers have long held the boast of carrying more first-class passengers per vessel, than those of any other line in the Atlantic trade; and that their popularity will be added to rather than detracted from, by present and indicated arrangements, is beyond doubt. Present sailings from New York every alternate Saturday, and from Havre and Brest fortnightly, as corresponding.

LINE BY SOUTHAMPTON AND BREMEN.

Bremen Line. (*North German Lloyd.*)

We continue, this year, as last and the year previous, the list of vessels engaged in the North German Lloyd service,

by which it will be seen that the fleet is one of the most extensive in the world, and the connection almost literally world-wide. The "Rhein," "Main," "Donau," "Weser," "Oder," "Neckar," "Mosel," and many other vessels of this line, have proved themselves first favorites as to speed and sea-going qualities, while especially supplying a virtual connection direct to London (by Southampton) otherwise lacking; and all the old facilities will be retained during the current year. Sailings from New York to Bremen, *via* Southampton, every Saturday, with others from Baltimore and New Orleans. From Bremen for New York on Saturdays, with call at Southampton on Tuesdays.

STEAMSHIPS TO CALIFORNIA, CHINA, AND INDIA.

LINE TO CALIFORNIA AND CHINA.

Pacific Mail Steamship Co's Service.

The Pacific Mail Steamship Company, with new ships and new energy infused into its administration, call renewed attention to the joint line by which is supplied so important a link of that travel now girdling the world, and by the aid of which so many thousands are to be enabled cheaply and expeditiously to "circumnavigate the planet." Large as is the fleet employed, this force is being rapidly supplemented by new iron screw steamers of great size, taking the place of the older paddle-wheelers—the "City of Peking," and "City of Tokio," two of the noblest ships in the world, being already proud examples. The present rates, to California alone, as well as to Japan and China, will be found temptingly low; while either the half or the whole voyage is known to be a pleasant one. Sailings from New York, for California, every alternate Saturday; and close connections with the China Line, which also runs fortnightly.

BANKING-HOUSES.

Exchange may be bought, Letters of Credit taken, and all other financial business connected with European tours

and mercantile operations, safely and profitably transacted, as well as many of the details of correspondence and requirement abroad—with the following first-class houses, particulars of whose special lines will be found in their announcements; and whose standing, it is well to say, is the more enviable and commands the more attention from the traveling public, since some of those memorable failures of trusted financial agents, plunging those dependent on them into serious inconvenience, if nothing worse:

Brown Brothers & Co., 59 Wall Street, New York, whose very name suggests Liverpool, Parliament, British solidity married to American thrift, the Bank of England, and everything else connected with moneyed intercourse between the nations, and who notably share in the supplying of foreign credit as well as keeping up the true commercial status between the continents;

Drexel, Morgan & Co., corner Broad and Wall Streets, New York, whose new bank building at that place excites general admiration, while it gives assurance of a stability equal to that of the substantial and well-known firm; in connection with Drexel, Harjes & Co., 3 Rue Scribe, Paris, who supply immense facilities for American visitors to that continental metropolis,—and with the equally well-known and reliable house of J. S. Morgan & Co., London;

Duncan, Sherman & Co., corner Pine and Nassau Streets, New York, who have supplied exchange, and courteous dealing in effecting it, to half the rising generation, and beneficially sown the world almost broadcast with their convenient Circular Letters, which the dullest manage to understand, and only the most heedless of their explicit and painstaking directions can succeed in losing;

John Munroe & Co., 8 Wall Street, New York, and No. 41 State Street, Boston, who not only effect exchange for thousands upon thousands of Europe-bound travellers, but lay them under obligations by care of their letters, free use of reading-rooms, &c., at their banking-house, No. 7 Rue

Scribe, Paris, which has long been and will continue to be one of the "homes" of Americans in that pleasant city, now resuming its position as the great European resort of Americans;

Morton, Bliss & Co., Broad Street, New York, in connection with Morton, Rose & Co., Bartholomew Lane, London, who largely enjoy, with other leading houses named, the confidence of the government in the arrangement of its financial concerns abroad, and who have long since attained a leading place in the corresponding confidence and patronage of the travelling community;

Williams & Guion, 63 Wall Street, New York, the well-known agents of the popular New York and Liverpool line bearing their name, and elsewhere spoken of—who have a banking branch connected with their extensive steamship office, and thus at once supply transit and the means to pay for it, in any form of exchange that may be desired, in connection with Alexander S. Petrie & Co., London.

REMINDERS FOR RAMBLERS.

ALL the hints here briefly given, have reference to official announcements made elsewhere in this volume, in the examination of which all particulars may be gathered; and nothing is permitted to have place there, or to be referred to here or elsewhere in the book, not *bona fide* within the knowledge of the author-proprietor, or the knowledge of which is not calculated to advance the interests of the traveller.

AMERICAN TRAVEL-ROUTES, ETC.

In connection with the "Skeleton Tours in America," a little preceding this article, there is no feature so notable as the great Californian Trip, by rail, by which such a wonderful space, involving the most picturesque, novel and interesting scenery, can be covered in so few days, and so much added to the previous stock of intelligence and experience—as witness the official announcement of the *Union and Central Pacific Railroads*, following, and the full particulars there given of the wonderful combinations and connections of the route, not only to San Francisco and the other Californian cities and places of interest, but the Colorado Mountain regions (the Switzerland of America), the great Mining sections, Salt Lake City, &c.; and, still beyond, to Japan, China and the East.

The *Pennsylvania Railroad*, now extending its various branches and divisions from New York to Philadelphia (New Jersey Railroad line), and thence to all the principal cities of the West, the Northwest, the South, and indeed in nearly all directions—is not only one of the most magnificent of all the railway enterprises of the New World, but one of the best managed and most reliable; nobly illustrating the truth that railway-transit can always be better and more

safely managed in one large connection, than in small divisions with necessarily conflicting interests and want of proper concert.

Among the most notable of the lines of travel in America, at once for the excellence of its management, the extent of its accommodation, and the magnificent variety of the scenery through which it passes,—is the *Baltimore and Ohio Railroad*, affording transit between Baltimore and Washington, and the Ohio River and all the cities of the Great West. From Harper's Ferry across the Allegheny Mountains to the Ohio, the road may be said to combine the very best features of American scenery; while all the modern improvements and luxuries of American travel, in line equipment, hotel accommodation, &c., are supplied by a management at once far-seeing, careful and liberal; and not to have ridden over the Baltimore and Ohio, road, is to have missed what the tourist cannot spare from his experiences.

The *Chicago and North-Western Railroad* is one of the great enterprises of the North-West, leading from Chicago, by Fulton, Clinton, Cedar Rapids, Boone, &c., to Council Bluffs, Omaha, and connecting there with the Pacific roads for California; also with lines leading directly from Chicago by Kenosha, Racine, &c., to Milwaukie; and to Fort Howard, Geeen Bay, or direct connection to St. Paul and Lake Superior.

The *Day Line of Steamers* on the Hudson River, from New York to West Point, the Catskill Mountains, &c., to Albany, supplies two of the fastest and most commodious steamers in the world, in the "Chauncey Vibbard" and "Daniel Drew," carrying music on all trips, making the whole run, in either direction, by daylight, and affording opportunities for observation of the whole line of Hudson River scenery, unattainable by any other route or mode.

For travellers from the Old World, coming to see the wonders of the New, including the Centennial, and equally for those natives and residents of the New World, who may

be just commencing to explore the glories of their own land, *Morford's Short-Trip Guide to America*, published by Messrs. J. B. LIPPINCOTT & Co., Philadelphia, and W. H. SMITH & SON, 186 Strand, London, and now sold at the mere trifle of 4s. 6d. in England, or $1.00 in America,—will be found not only convenient but absolutely indispensable.

NEW YORK INSURANCE COMPANIES.

The hints given in one of the earlier papers of this volume, as to the propriety of every traveller (and indeed every *man*), taking a reasonable Life Assurance, do not lose their force, year by year, but rather add new; meanwhile, the American system is the best in world, as now admitted by the highest authorities of both continents; and in three especial companies hereinafter named, will be found the very highest types of extensive business, reliability, and usefulness. These three are the *Mutual Life Insurance Company of New York*, 144 and 146 Broadway; the *Equitable Life Assurance Society of the United States*, No. 120 Broadway; and the *New York Life Insurance Company*, No. 346 Broadway; three institutions in the grouping of which lies an absolute matter of national pride as well as one of important knowledge to the intending investor in this most beneficial of securities. The steady prosperity shown by these companies during the last year of general financial difficulty, affords the strongest proof of their useful present and prosperous future; and the Mutual, especially, in the branch office lately completed, on Chestnut street, Philadelphia, even additionally illustrates the great law of progress, as its last yearly exhibit places it at the head of American companies.

In intimate connection with the subject of Life Insurance, comes that of Accident Insurance, in which detail, too, America affords one of the noblest of examples, in the *Travellers' Insurance Company*, of Hartford, Connecticut, with a virtual centre in New York, at 207 Broadway. The Travellers' has been for years doing a noble work, meeting

with immense and deserved success, and annually paying out immense sums to the families of those killed by accident, or to the disabled themselves in their day of diminished receipts and possible need. The figures of business of the past year show something of the keenness with which the American public are waking to the need and the benefit of such an institution, so indispensable among a nation of travellers. This company affords also the ordinary Life Assurance in connection with the best advantages.

The Hanover Fire Insurance Company, office 120 Broadway, New York, continues to offer the best and most reliable guaranties against loss or damage by the devouring element; one of the most satisfactory of remembrances to those who leave property behind them when travelling; while a visit to the office of the company will show the best thing of its kind in the world, in appointments and management: this season, also, materially enlarged, as growing business demanded.

The Mercantile Trust Company, 122 and 124 Broadway, New York, supplies undoubted security, in the fire-proof vaults of the granite Equitable Building, for all valuables that either travellers or residents may wish to leave beyond the power of accident, fire, or the burglar, besides offering many other facilities of general interest and convenience.

The Safe Deposit Company of New York, Nos. 140 to 146 Broadway, makes the well-founded boast of being the first-established of its class in the world; and it certainly offers unexpectionable security for all valuables, in the vaults of the magnificent Mutual Building, as well as supplies every commercial facility and every convenience to those who wish to avail themselves of its physical strength and financial solidity.

A GROUP OF AMERICAN HOTELS.

It is with especial pride that attention is called to the group of American Hotels, to be found in their appropriate department, and which will no doubt be found notably larger in

the next issue of the Guide. They comprise the *Grand Central*, New York City; the *American*, Boston; the *St. Lawrence*, Montreal; the *Rossin*, Toronto; and the *Occidental*, San Francisco; each in its way a perfect house of sojourn, and a matter of pride in a country claiming "the best hotels in the world." In this day of extended travel, few things are of more consequence than to know where we can lodge and be fed in luxury and comfort, without ruinous expenditure; and all the above houses assist in solving the problem.

NEW YORK SPECIALTIES.

One of the most enterprising Publishing Houses in America is that of *Messrs. Lee, Shepard & Dillingham*, 678 Broadway, New York, in connection with *Lee & Shepard*, the well-known Boston house. As jobbers of books at wholesale, to the trade only, they have great facilities and a very high reputation; and the two houses offer, in conjunction, this spring, many books of special value, for a full knowledge of the titles of which, their catalogue should be freely consulted. They are publishers, among other books of value to travellers, of *Morford's Short-Trip Guide to Europe*.

An Express Company, between America and Europe, carrying matter carefully, swiftly, reliably, and *cheaply*, has long been a desideratum with those doing business between the two continents; and that want, it is pleasant to say-seems to be entirely supplied by *S. D. Jones*, successor to the *North Atlantic Forwarding and Express Company*, No. 48 Broadway, New York, with offices in all the leading cities of Europe. Personal experience tells us that this well-managed express is a dependence as well as a necessity, and worthy of its name in both relations.

The *Home Journal*, the leading fashion and society paper in America, and indeed holding a corresponding place in that regard to the London "Court Journal," while it possesses a literary ability to which the English exponent of aristocracy and fashion cannot pretend, has actually be-

come a necessity in the higher walks of American life, and is beginning to exercise no small influence as a fashion-authority abroad. It presents, for 1875, still added features of excellence and attractiveness, promising and warranting the highest prosperity in the future.

Passports for Europe, as all know, are convenient and profitable, if not always indispensable—as they supply identification, often save fees, &c. Arrangements have been made, by which they can be supplied at the very shortest notice, on application at *Morford's Travel Office*, 52 Broadway, or to *James Taylor*, Passport Agent, Notary and Commissioner for all the States, No. 383 Broadway, near White Street, New York City.

Intending passengers for Europe, or tourists to any part of America, can examine maps, trace out routes, obtain any information desired, or have passages secured by any of the best lines of travel, with the advantages of the personal experience of an old traveller, at *Morford's Travel Office*, 52 Broadway, New York—now open in connection with the management and publication of the "Short-Trip Guides" to Europe and America.

At the American Branch of the house of Messrs. Thomas Cook & Son—*Cook, Son & Jenkins*, 261 Broadway, all the Cook's Tourist Tickets may be obtained, for both European and American travel, and much money saved in going over many routes on both continents. It is worthy of note, in connection, that this house has received the honor of appointment by the British government, as General Passenger Agents from Great Britain to the Philadelphia Centennial Exhibition.

The *Aldine*, the "Art Journal of America," and by far the handsomest publication of any age or any land, is now one of the features of New York, while extending its influence and refining taste throughout the world. The *Aldine* has recently sprung to the front, in connection with American history and the Centennial, in a series of noble full-page pic-

tures of the great events of the Revolution, and in the commencement of a novel of Revolutionary times, promising to be of startling interest, bearing the significant name of "The Spur of Monmouth." Sold only by subscription, at $6.00 per year, with handsome premiums. Published by the *Aldine Company*, 58 Maiden Lane, New York.

Intending voyagers should not fail to possess themselves of the convenience of a thorough outfit, in the way of Trunks, Bags, Chairs, &c., all which can be found at the *Bazar du Voyage*, No. 1 Wall Street, corner Broadway, in full variety.

LONDON SPECIALTIES.

Tourists in Europe continue to have wonderful facilities offered them, for economical and convenient travel in Holland, Belgium, Germany, Switzerland, France, Italy, and other countries of the Continent, as well as the East, in *Cook's Tourist Tickets*, procurable, with all information, at the new Tourist Office, Ludgate Circus, Fleet Street, London. The American Branch (elsewhere alluded to) is that of *Cook, Son & Jenkins*, No. 261 Broadway, New York.

An American Boarding House in London, always a desideratum with families or single individuals intending residence there, has at last been nobly supplied by *Mrs. Wright's*, No. 15 Upper Woburn Place, Tavistock Square, a charmingly located and most admirably managed house, very convenient of access, carried on with a full knowledge of the wants and wishes of American visitors, and really affording one of the most perfect temporary "homes," whether for longer or shorter sojourn, to be found "beyond th' Atlantic."

To Americans in London, necessarily a place of much interest is to be found in the American Advertising Agency and Next-of-Kin and Unclaimed Money Office, of *Mr. Robert Gun*, 516 Oxford Street, by the researches of which many have been advantaged, while every dependence is to be made upon the statements and promises there made in any behalf.

THROUGH THE SCOTTISH HIGHLANDS.

No line of travel in the world has more absolute charm, than the "Royal Route to the Highlands," by the steamers of *Messrs. Hutcheson & Co.*, Glasgow, through the Caledonian Canal, or to Staffa, Iona, the Hebrides, &c.; and we call special attention to their list of steamers and statement of facilities.

ALPHABETICAL PLACE-AND-ROUTE

INDEX.

A.

Abbeville, 173.
Abbotsford, 121.
Aber, 167.
Aberchalder, 109.
Aberdeen, 105.
Abergele, 166.
Aberystwyth, 170.
Across the Alps, 270.
Ailsa Craig, 62.
Aix-la-Chapelle, 176, 183.
Alexandria, 331.
Alnwick Castle, 164.
Alpnach, 219.
ALPS, ACROSS THE, 176, 270 to 281.
" St. Bernard Route, 273.
" St. Gotthard Route, 274.
" Simplon Route, 276.
" Splugen Route, 277.
" St. Bernardino Route, 279.
" Stelvio Route, 279.
" Mont Cenis Route, 280.
" Brenner Route, 280.
" Semmering Route, 281.
Altorf, 275.
Amboise, 245.
Amberieux, 241.
AMERICA, Skeleton Tours in, 369.
Amiens, 173, 234
AMSTERDAM, 176, 194.
Andermatt, 275.
Andernach, 187.
Angers, 248.
Angouleme, 247.
ANTWERP, 175, 176, 180.
Aosta, 274.
Appenweier, 193.
Athenry, 85.
Athlone, 85*a*.
Arbroath, 104.
Argentiere, 229.
Armagh, 85*a*.
Arona, 277, 285.
Arques, Castle, 235.
Arran (island), 62
Arras, 238.
Arth, 217
Aschaffenbourg, 193.
Athens, 326.
Augsburg, 176, 195.
Avignon, 243.
Ayr, 95.

B.

Baalbec (Ruins), 329.
Bacharach, 189.
Baden-Baden, 176, 195.
Baiæ, 313.
BALE, 176, 215.
" to Falls of the Rhine and Zurich, 215.
" Paris, 239.
BALLACHULISH, 111.
" to Glencoe, 111.
Ballinasloe, 85*a*.
Balloch, 97.
Banavie, 110.
Bandon, 76
Bangor, 167.
Bannockburn, 102.
Bardonneche, 280.
Barmouth, 170.
Bath, 155.
Bayeux, 249.
Beaumaris, 168.
Beddgelert, 170.
Beirut, 329.
BELFAST, 89.
" to Giant's Causeway, 90.
Belfort, 240.
Bellaggio, 289.
Bellegarde, 240.
Bellinzona, 276.
Bell Time at Sea, 367.
Ben Lomond, 97.
Ben Nevis, 110.
Ben Venu, 99.
Bergen, 324*c*
BERLIN, 177, 198.
BERNE, 177, 222.
" to Geneva, 223.
Berwick, 164.
Bettws Y Coed, 169.
Biarritz, 315.
Bieberich, 189
Birkenhead, 123.
Birmingham, 146.
Blackwater, The, 76.
Blarney (Castle), 76.
Blair Athole, 106.
Blois, 245.
Bologna, 296.
Bonn, 186.
BORDEAUX, 247.
" to Spain, 247.

Bormio, Baths of, 279.
Botzen, 281.
BOULOGNE, 172, 233.
" to Paris, 234.
Bourg, 241.
Bowness, 143.
Bray, 88.
Bregenz, 193.
Bremen, 177, 198.
Brenner, 281.
Brenner Pass, 280.
Brescia, 290.
Breslau, 324.
Bridge-of-Allan, 101.
Brieg, 276.
Brienz (Lake), 219.
Brighton, 156.
Brixen, 281.
Bruges, 176, 179.
BRUSSELS, 176, 181.
" to the Rhine, 182.
" to Paris, 237.
Bunhill Fields, 138.
Bute (island), 63.
Burgos, 316.

C.

Cadiz, 321.
Caen, 249.
Cahirciveen, 85.
Cairo, 322.
CALAIS, 173, 233.
" to Paris, 233.
Callendar, 101.
Cambuskenneth Abbey, 103.
Camerlata, 279.
Cambridge, 159.
Canterbury, 159.
Cannes, 244, 314.
Cape Clear, 53
Capel Curig, 169.
Capri, 313.
Carlisle, 162.
Carlsruhe, 177, 199.
Carnarvon (and Castle), 168.
Carnforth, 144.
Carrick-a-Rede, 90.
Carrickfergus, 90.
Cashel, Rock of, 85.
Castlebar, 85*a*.
Cavan, 85*a*.
Chalons, 239.
Chamounix, 229
CHANNEL CROSSINGS, 171.
Charlecote, 152.
Charleville, 85*b*.
Chartres, 247.
Chateau-Thierry, 239.
Chatelherault, 246.
Chatsworth, 159.
Chaux-de-Fonds, 232.
Cheltenham, 155.
Cherbourg, 174, 250.
Chester, 125
Chiavara, 314.
Chiavenna, 278.
Chillon (Castle), 226.
Chinon, 246.
CHRISTIANA, 324*c*.
CITIES AND TOWNS of Germany, etc., 194.
Civita Vecchia, 313.
Clifden, 85*a*.
Clones, 85*a*
Clonmel, 85*b*.
Coblence, 177, 188.
Coin Table, 358,
Coire, 178, 277.
Coleraine, 92
Colico, 278.
COLOGNE, 177, 184.
" up the Rhine, 184.
Como (and Lake), 288.
Cong (Caves and Abbey) 85*a*.
Connemara Mts., 85
Constance (and Lake), 178, 216.
Constantinople, 327
Conway (and Castle), 166.
COPENHAGEN, 324*c*.
Cordova, 320.
CORK, 74.
" to Blarney, 76.
" to Killarney, 77, 78.
Corniche Road, 244*a*, 314.
Cost of Trips, 5.
Coventry, 147.
Cowes, 59
Cracow, 324.
Creil, 234.
Crystal Palace (Sydenham), 133.
Culloden, 107.
Culoz, 241.
Cumberland Lakes, 139.

D.

Dalkeith Palace, 120.
Damascus, 329.
Dargle (The), 88.
Darmstadt, 193.
Derbyshire, Peak of, 158.
DIEPPE, 172, 235.
" to Paris, 235.
Dijon, 241.
Dingle Bay, 85.
Domo d'Ossola, 277.
Doncaster, 163.
Douai, 237.
Doune Castle, 103.
Dover, 173.
Drachenfels, 186.
DRESDEN, 177, 200.

Drogheda, 89.
Dryburgh Abbey, 121.
DUBLIN, 85*b*.
" to the Dargle, 88.
" to Holyhead, 88.
" to Belfast, 89.
Dumbarton Castle, 97.
Dunaberg. 324*a*.
Dunbar, 165.
Dunblane, 101.
Dundalk, 89.
Dundee, 104.
Dunkeld, 105.
Duuluce Castle, 91.
Dunolly (Castle), 112.
Dunstaffnage (Castle), 111.

E.

Eaton Hall, 127.
Eddystone Light, 58.
EDINBURGH, 114.
" to Perth, Dundee, &c., 104.
" to Inverness, 105.
" to Rosslyn, &c., 120.
Ehrenbreitstein, 188.
Ehrenfels, 189.
Einsiedeln, 218
Elsinore, 324.
Ems, 177, 200.
ENGLAND, to France, 172 to 174.
" to Belgium, 174 and 175.
Ennis, 85.
Enniskillen, 85*a*, 92.
Epernay, 239.
Epernon, 247.
Evreux, 249.

F.

Falls of the Rhine, 216.
" of Staubbach, 221.
" of Geissbach, 220.
" of Trollhatta, 324.
" of Terni, 301.
Fastnet, 53.
Ferrara, 296.
Fiesolé, 301.
Fingal's Cave. 113.
FLORENCE, 297.
" Excursions, 301.
Fluellen, 274.
Folkestone, 172.
Fontainebleau, 268.
Fontevrault (Abbey), 246.
Foreign Countries, Entering, 67.
Forres, 106.
Fort William, 110.
Foyers (Fall of), 109.
Frankfort-on-the-Main, 177, 201.
Freybourg (Switz.) 223.
Furness Abbey, 143

G.

Galway (and Bay) to, 85.
Garda (Lake), 290.
GENEVA, 177, 223.
" to Chillon, 225
" Chamounix, 227.
" across the Alps, &c., 270
" to Paris, 240.
Genoa, 314.
Ghent, 177, 180.
Giant's Causeway, 90.
Giessbach (Fall), 220.
GLASGOW, 93.
" to Ayr, 95.
" to Edinburgh, 97, 103.
" to Perth, Dundee, &c., 104.
" to Inverness, 105.
Glencoe, 111.
Glengariffe. 79.
Glocknitz, 281.
Gotha Canal, 324.
Gothenberg, 324*c*.
Gottingen, 177, 202.
Gougane-Barra, 79.
Granada, 322.
Grandson, 232.
Gratz, 281.
Greencastle, 62, 92.
Greenwich and Chelsea, 137.
Guernsey, 174.
Guy's Cliff (Castle and Mill), 149.

H.

Haddon Hall, 158.
HAGUE, THE, 177, 202.
Hamburg, 177, 203.
Hammerfest, 324*c*.
Hanover, 203.
Harlech, 170.
Harlem, 192.
Harwich, 175.
Hastings, 158.
HAVRE, 237.
" to Paris. 237.
Hawthornden, 120.
HEIDELBERG, 177, 204.
Helsingfors, 324*b*.
Herculaneum, 312.
Holyhead, 56.
Holywell (Wales), 165.
Hombourg, 177, 205.
Horgen, 217.

I.

Inchageela, 79.
Innspruck, 177, 205.

INTERLAKEN, 220.
" to Berne, 222.
Invergarry (Castle), 109.
Inverlochy, 110.
INVERNESS, 107.
" to Oban & Glasgow, 108.
Inversnaid, 98.
Iona, 113.
Irun, 315.

J.

Jaffa, 321.
Jersey, 174.
JERUSALEM, 330.
Johannisberg, 189.
Joigny, 241.

K.

Kaltbad, 218.
Kendal, 140.
Kenilworth (Castle), 148.
Kenmare, 80.
Kensal Green, 138.
Kew Gardens and Palace, 135.
KILLARNEY, 81.
" to Dublin, 84.
Kingstown, 85b, 88.
Kinsale, 54.
Killiecrankie, 106.
Kussnacht, 217, 218.

L.

Laeken, 182.
Lahnstein, 188.
Laibach, 281.
Lancaster, 140.
Landeck, 279.
Land's End, 58.
LAND-MAKINGS, &c., 49.
" to Liverpool, 52.
" to Southampton and London, 58.
" to Glasgow, 61.
" to Havre, 64.
Larne (and Lough), 90.
Lausanne, 223.
Lauterbrunnen (Falls), 221.
Leamington, 153, 156.
Leenane, 85a.
Leghorn, 313.
Leipsic, 177, 206.
Leith, 103.
Le Mans, 248.
Liege, 177, 182.
Lifford, 85a.
Lille, 179.
Limerick (and Junction), 85b.
Lindau, 178, 206, 216.
Linz, 187.
Lisburn, 89.
Lisieux, 249.
Listowel, 85.
LIVERPOOL, 122.
" to Chester, 125.
" to London, 127.
" to Cumberland Lakes, 140.
" to Shakspeare Neighborhoods, 145.
" to Manchester, 154.
" to Sheffield, 154.
" to Glasgow, 162.
" to Wales, 165.
Lizard, The, 58.
Llanberis, 168.
Llandudno, 157, 166.
Llangollen, 170.
Llanrwst, 169.
Loch Lomond, 97.
" Katrine, 98.
" Ness, 108.
" Oich, 109.
" Lochy, 109.
" Eil, 120.
" Linnhe, 111.
" Leven, 111.
Locle, 232.
LONDON, 127.
" to Edinburgh, 162.
" to York, 162.
" to the Continent, 171 to 175.
London and Paris Guide, 361.
Londonderry, 91.
Lorely Rock, The, 189.
Lough Belfast, 89.
" Corrib, 85.
" Erne, 85a.
" Foyle, 62, 91.
" Ree, 85a.
Lubeck, 324.
LUCERNE, 177, 217.
" Lake of, 219.
Lugano, Lake of, 289.
Lyons, 242.

M.

Macon, 241.
Macroom, 78.
MADRID, 317.
Magadino, 279, 285.
Maggiore (Lake), 285.
Malaga, 322.
Malines, 181.
Mallow, 77.
Malta, 333.
Malvern (Great), 158.
Manchester, 154.
Mantua, 292.
Margate, 157.
MARSEILLES, 243, 314.
" to Mediterranean Ports, 244.

Marston Moor, 163.
Martigny, 228.
Matlock, 158.
Mayence, 178, 190.
Meaux, 239.
Melrose Abbey, 121.
Melun, 241.
Menai Bridges, 168.
Mentone, 244*a*, 314.
Metz 177, 206.
MILAN, 285.
Modane, 280.
Monaco, 244*a*, 314.
Mons, 237.
Mont Blanc, (Ascents), 230.
Mont Cenis Route, 280.
Montereau, 241.
Moscow, 324*a*.
Moville, 62, 92.
Mucross Abbey, 83.
Mulhouse, 239.
Mullingar, 85*a*.
MUNICH, 178, 207.

N.

Naas, 85.
Nantes, 248.
NAPLES, 309.
" to Vesuvius, 311.
" to Pompeii, etc., 312.
" other excursions, 313.
Neuchatel, 232.
Neuhausen, 216.
Neuwied, 188.
Nevers, 242.
Newark, 163.
Newby Bridge, 144.
Newcastle-on-Tyne, 164.
Newstead Abbey, 158.
Newry, 89.
Nice, 244, 314.
Nijni-Novgorod, 324*a*.
North Cape, 324*c*.
Novara, 285.
Nuremberg, 178, 208.

O.

OBAN, 112.
" to Staffa and Iona, 112.
" to Glasgow, 112.
Omagh, 85*a*, 92.
Oneglia, 314.
Orleans, 244*b*.
Ostend, 174, 175.
Ouchy, 226.
Oxenholm, 140.
Oxford, 159.

P.

Paestum, 313.
Padua, 293.
Paisley, 95.
PARIS, 178, 251.
" to Lyons, Avignon and Marseilles, 242.
" to Orleans, Tours, Bordeaux, etc., 244.
" to Chartres, Angers, and Nantes, 247.
" to Caen, Cherbourg, and Trouville, 249.
Peak of Derbyshire, 158.
Penmaen Mawr, 167.
Penrhyn (Castle), 167.
Perth, 104.
Perugia, 301.
Peschiera, 290.
Peterborough, 163.
Phrases, French, 336.
" German, 347.
Pilatus, Mt., 218.
Pisa, 313.
Poitiers, 246.
Pompeii, 312.
Portadown, 92.
Portmadoc, 170.
Portrush, 91.
Prague, 178, 208.
Preparations, 25.
Preston, 140.
PRINCIPAL POINTS (Itinerary), 176.

Q.

QUEENSTOWN, 73.
" to Cork, 74.

R.

Ragatz, 277.
Ramsgate, 157.
Rapperschwyl, 277.
Reichenau, 278.
Rheims, 239.
Rheineck, 187.
Rhigi, The, 217, 218.
Rhine Falls, 216.
Rhyl, 157, 166.
Richmond Hill, 135.
Richterschwyl, 218.
Riga, 324*a*.
Rochester, 160.
Rohrschach, 193.
Rolandseck, 187.
ROME, 301.
" to Naples, 309.
Roscommon, 85*a*.
Rosslyn, 120.

Rotterdam, 175, 178, 209.
ROUEN, 172, 236.
Routes in Holland, Belgium, Germany, etc., 191.
Rugby, 153.

S.

Salisbury, 160.
Sallanches, 231.
San Miniato, 301.
Scarborough, 156.
Schaffhausen, 178, 215 (Falls), 216.
Sens, 241.
Seville, 320.
Sevres, 265.
Sheffield, 154.
Shipboard, Conduct on, 39.
SHORT TRIPS in Ireland, 73.
" in Scotland, 93.
" in England, 122.
" in Wales, 165.
" in Belgium, 179.
" on the Rhine, 184.
" in Holland, Germany, Belgium, etc., (Option of Routes), 191.
" in Germany, 194.
" in Switzerland, 214.
" in France, 233.
" in Italy, 282.
" in Spain, 315.
" in Poland, Russia, Sweden, etc., 324.
" in the East, 325.
Shottery, 152.
Shrewsbury, 170.
Sion, 276.
Sligo, 85*a*.
Smolensk, 324*a*.
Smyrna, 328.
Snowdon, (Mt.), 168.
Sondrio, 280.
Sorrento, 313.
Southampton, 174.
Spa, 178, 209.
Spezzia, 314.
Spires, 178, 210.
Splugen, 278.
Staffa, 113.
St. Anne's Hill, 76.
St. Bernard (Hospice), 273.
St. Bernardino, 279.
St. Bernard Pass, 273.
St. Cloud, 265.
St. Cyr, 247.
St. Denis, 267.
Stelvio Pass, 279.
St. Germain, 269.
St. Goar, 188.
St. Gotthard Pass, 274.
Stirling, 101.
St. Leonard's-on-Sea, 158.
St. Malo, 174.
St. Marguerite, Island of, 244.
St. Michel, 280.
St. Nazaire, 249.
Stonehenge, 160.
STOCKHOLM, 324*b*.
Stotzenfels, Castle, 188.
ST. PETERSBURG, 324*b*.
STRASBOURG, 178, 210.
" to Paris, 238.
Stratford-on-Avon, 151.
St. Remo, 244*b*, 314.
St. Remy, 274.
Stronaclachar, 99.
Stuttgart, 178.
Suez Canal, 334.
Susa, 280.
Swedish Lakes, 324.

T.

Terni (Falls of), 301.
Thusis, 278.
Tipperary, 85*b*.
Time of Trips, 15.
Tonnerre, 241.
Toulon, 314.
Tours, 245.
Tralee, 85.
Tremadoc, 170.
Trent, 281.
Trieste, 281, 325.
Trollhatta, Falls of, 324.
Trossachs (The), 99.
Troyes, 240.
Trouville, 249.
Tuam, 85.
TURIN, 283.
Tuskar, 55.
Tver, 324*a*.

U.

Ulverston, 144.
Ushant, 64.

V.

Valence, 243.
Valencia (Ireland), 85.
Valenciennes, 237.
Valladolid, 317.
Vallambrosa, 301.
VENICE, 293.
Ventimiglia, 244*b*, 314.
Verona, 291.
Versailles, 265.
Vesuvius (Mt.), 311.
Via Mala, The, 278.
Vicenza, 293.

VIENNA, 178, 212.
Villeneuve, 227.
Vincennes, 269.
Viznau, 218.

W.

Waltham Cross, 138.
Warsaw, 324.
Warwick (Castle), 150.
Waterford, 85b.
Waterloo (Battle-field), 182.
Weimar, 213.
Welshpool, 170.
Wengern Alp, 221.
Westport, 85a
Whitehaven, 144.
Wicklow Scenery, Dargle, etc., 88.
Wiesbaden, 178, 213.
Wigan, 140.
Wight, Isle of, 157, 174.
Wilna, 324.
Windermere (Lake), 141.
Windsor Castle, 134.
Wolverhampton, 146.
Worms, 178, 214.
Wurzbourg, 178, 192.

Y.

York, 163.
Youghal, 76.
Yverdon, 232.

Z.

Zug, 217.
ZURICH, 178, 216.
" Lake of, 217.
Zwelte, 192.

POLITICAL AND COMMERCIAL
MAP OF
EUROPE.
WITH THE RAILWAYS &c.
WITH MORFORD'S SHORT TRIP GUIDE
ATLANTIC OCEAN
BRITISH ISLANDS
NORTH SEA
ENGLISH CHANNEL
BAY OF BISCAY
FRANCE
SPAIN
PORTUGAL
GERMANY
BALTIC SEA
MEDITERRANEAN SEA
BLACK SEA
SWEDEN
NORWAY
RUSSIA
TURKEY
ITALY
AUSTRIA
HUNGARY
SWITZERLAND
MOROCCO
ALGERIA
CORSICA
SARDINIA
MINORCA
MAJORCA
CRETE OR CANDIA
LONDON
PARIS
BERLIN
VIENNA
ROME
MADRID
LISBON
CONSTANTINOPLE
ST PETERSBURG
STOCKHOLM
COPENHAGEN
GIBRALTAR
MALTA
SKAGER RACK
CATTEGAT
GULF OF GENOA
GULF OF LIONS
STRAIT OF BONIFACIO
GULF OF TARANTO
GULF OF HAMMAMET
GULF OF ARCADIA
GULF OF ADALIA
GULF OF PERECOP
SEA OF AZOF
SEA OF MARMORA
West of Greenwich
East of Greenwich

STEAMSHIP LINES.

1875. CUNARD LINE. 1875.

BRITISH

AND

North American

ROYAL

Mail Steamships.

Established 1840.

BETWEEN

Liverpool, Boston & New York;

CALLING AT

CORK HARBOR.

Taking the Southern Route.

From NEW YORK, (Cunard Docks, Jersey City,)

Mail Steamer Every Wednesday.

From BOSTON on *Saturdays.*

From LIVERPOOL on *Saturdays and Tuesdays.*

Scotia,	Olympus,	Atlas,	Calabria,	Cuba,
Bothnia,	Russia,	Marathon,	Tarifa,	Abyssinia,
Algeria,	Scythia,	Hecla,	Sidon,	Batavia,
Samaria,	Parthia,	Java,	Morocco,	Palmyra,
Aleppo,	Siberia,	China,	Kedar.	Malta.

With the view of diminishing the chances of Collision, the Steamers of this Line take a specified course for all seasons of the year. On the Outward Passage from Queenstown to New York or Boston, crossing Meridian of 50 at 43 Lat., or nothing to the North of 43. On the Homeward Passage, crossing the Meridian of 50 at 42 Lat., or nothing to the North of 42.

RATES OF PASSAGE.

FROM NEW YORK OR BOSTON TO LIVERPOOL.

First Class, $80, $100 and $130 gold, according to accommodation. Children between 2 and 12 years of age, half fare. *Tickets to Paris*, $15 gold, additional. *Return Tickets*, at reduced rates.

Passengers Booked to and from all parts of Europe at Lowest Rates.

EUROPEAN AGENCIES.

D. & C. MAC IVER.....3 Water Street, Liverpool.
D. & C. MAC IVER.....Fitzpatrick's Quay, Queenstown.
W. CUNARD.....6 St. Helen's Place, Bishopsgate Street and 28 Pall Mall, London.
G. & J. BURNS.....30 Jamaica Street, Glasgow.
G. & J. BURNS.....Baltic Street, Dundee.
BURNS & MAC IVER.....12 Place de la Bourse, Paris.
BURNS & MAC IVER.....22 Quai d'Orleans, Havre.
J. HARTMANN & CO.....Antwerp.

AMERICAN AGENCIES.

WILLIAM CUNARD.....Halifax, Nova Scotia.
FORBES & LOWNSBROUGH.....Toronto, Canada.
JAMES ALEXANDER.....80 State Street, Boston.
JAMES HOGAN.....339 Chestnut Street, Philadelphia, Pa.
P. H. DU VERNET.....Cor. Clark and Randolph Streets, Chicago, Ills.
S. H. MATHER.....Cleveland, Ohio.

CHARLES G. FRANCKLYN,

4 Bowling Green and 111 Broadway, New York.

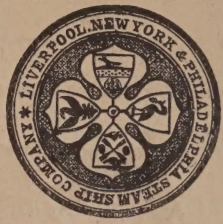
INMAN LINE.

NEW YORK

TO

LIVERPOOL

Twice every week.



FROM

PIER 45,

NORTH RIVER,

NEW YORK.

The Large, Full-Powered, Clyde-Built Steamships,

CITY OF BERLIN,	CITY OF NEW YORK,
CITY OF CHESTER,	CITY OF LONDON,
CITY OF RICHMOND,	CITY OF BALTIMORE
CITY OF MONTREAL,	CITY OF ANTWERP,
CITY OF BRUSSELS,	CITY OF BRISTOL,
CITY OF PARIS,	CITY OF LIMERICK,
CITY OF BROOKLYN,	CITY OF DURHAM.

The course laid down for these steamers, and followed by them for several years, is fixed to pass 250 miles south of Cape Race. Although the voyage is thus lengthened about 100 miles, better weather is met with and there is much greater freedom from fogs and floating ice and the danger of navigation consequent thereon.

RATES OF PASSAGE.

To Liverpool, $80 and $100 gold. | From Liverpool, $75 and $90 gold. (15 to 18 Guineas.)

Round Trip Tickets, $140 and $160 gold.

Steamers leave Liverpool every Thursday.
" " Queenstown every Friday.
" " New York every Saturday.

For further information, apply at the **Company's Offices:**

Liverpool,	WM. INMAN, 62 and 63 Tower Buildings.
Queenstown,	C. & W. D. SEYMOUR.
London,	EIVES & ALLEN, 61 King William Street.
Paris,	WM. INMAN, 9 Rue Scribe.
Boston,	M. S. CREAGH, 102 State Street.
Philadelphia,	O'DONNELL & FAULK, 402 Chestnut Street.
Chicago,	FRANCIS C. BROWN, 32 S. Clarke St.; and in
New York to	JOHN G. DALE, Agent, 18 BROADWAY.

LIVERPOOL
AND
NEW YORK STEAMERS.

Carrying the United States Mails.

IDAHO, MINNESOTA, WYOMING,
NEVADA WISCONSIN, MONTANA,
DACOTAH.

The above Steamers are New of the Largest Class, and built expressly for the Trade. Have five Water-Tight Bulkheads, and carry experienced Officers, Surgeons and Stewardesses.

The Saloon accommodations and attendance are unsurpassed by any Atlantic Steamers.

SAILING FROM

New York on Tuesdays, and Liverpool on Wednesdays.

(Calling at Queenstown to land and receive Mails and Passengers.)

CABIN, INTERMEDIATE AND STEERAGE PASSENGERS TAKEN AT LOWEST RATES.

RETURN TICKETS AT A DISCOUNT.

AGENTS.

GUION & CO., *Liverpool.*
WILLIAMS & GUION, 63 *Wall Street, New York.*
A. S. PETRIE & CO., 11 *Old Broad St., London.*
J. M. CURRIE, *Paris and Havre.*

This Company takes the risk of insurance (up to $500,000 in gold) on each of its steamers, thus giving passengers the best possible guarantee for safety and the avoidance of danger at sea.

The most southerly route has always been adopted by this Company to avoid ice and headlands.

NATIONAL LINE.

STEAMERS WEEKLY BETWEEN

NEW YORK, LIVERPOOL AND QUEENSTOWN.

SPAIN,	4,871 tons.	ENGLAND,	4,500 tons.
EGYPT,	5,150 "	THE QUEEN,	4,470 "
ITALY,	4,340 "	HELVETIA,	4,020 "
HOLLAND,	3,847 "	ERIN,	4,030 "
FRANCE,	3,676 "	CANADA,	4,500 "
DENMARK,	3,724 "	GREECE,	4,500 "

The above powerful British-built Iron Steamships, with spar decks, and water-compartments, THE LARGEST IN THE TRADE, during the season of 1875, will form this favorite line, leaving

LIVERPOOL, ... *EVERY WEDNESDAY.*
QUEENSTOWN, ... *EVERY THURSDAY.*
NEW YORK, ... *EVERY SATURDAY.*

Fortnightly to and from LONDON DIRECT.

From the Company's Wharves,

PIERS 44 AND 47, NORTH RIVER.

RATES OF PASSAGE PAYABLE IN U. S. CURRENCY:

	1st.	2d.
To Liverpool, Queenstown, or Londonderry,	$80	$70
London, (via Liverpool,)	90	80
Hamburg,	95	90
Bremen,	115	100
Antwerp,	95	90
Havre,	95	90
Paris	95	90
Tickets to Liverpool and return,	150	150
Prepaid Cabin Tickets from Liverpool or Queenstown,	80	70

Steerage outwards, $29.

The 2d rate includes first-class to London, Paris, &c.

F. W. J. HURST, Manager,
69 BROADWAY.

STEAMERS TO FRANCE DIRECT.

TRANSIT BY RAILROAD AND CROSSING THE ENGLISH CHANNEL AVOIDED.

General Transatlantic

COMPANY'S

FIRST-CLASS STEAMSHIPS,

Under Government Contract to carry the Mails between

NEW YORK & HAVRE,

CALLING AT BREST EACH WAY.

Leaving New York every Alternate Saturday from May 1st.

PEREIRE,	VILLE DE PARIS,
SAINT LAURENT,	WASHINGTON,
LAFAYETTE,	AMERIQUE,
LABRADOR,	FRANCE,

Passage Money (*Wine included*) *Payable in Gold,*

FROM NEW YORK TO BREST OR HAVRE,

FIRST CABIN, $100. SECOND CABIN, $65. THIRD CABIN, $35.

Excursion Tickets issued at a reduction of 10 per cent.

MEDICAL ATTENDANCE FREE OF CHARGE.

American Travelers going to or returning from the Continent of Europe, by taking this Line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble and expense. For Freight or Passage apply at the Office of

GEORGE MACKENZIE, Agent,

55 *Broadway, New York.*

CARRYING THE U. S. MAILS

BETWEEN NEW YORK AND GLASGOW,

(Via Londonderry.)

SAILING EVERY SATURDAY

From New York (Piers 20 and 21, Foot Dey Street,)

THE SPLENDID FULL-POWERED CLYDE-BUILT STEAMSHIPS

ALSATIA,	CALEDONIA,	EUROPA,	OLYMPIA,
ANCHORIA,	CALIFORNIA,	INDIA,	TRINACRIA,
ANGLIA,	CASTALIA,	ITALIA,	UTOPIA,
AUSTRALIA,	ELYSIA,	MACEDONIA,	VICTORIA,
BOLIVIA,	ETHIOPIA,	NUBIA,	and others.

Comprising one of the largest Fleets in any service.

The Anchor Line Steamers are

FIRST-CLASS IN EVERY RESPECT.

Safe, Comfortable, Reliable, Splendidly Fitted Up, and in their Appointments and Equipments not excelled by any other line.

RATES OF PASSAGE:

Cabin, $75, $85 and $90, according to accommodation. Excursion Tickets, GOOD FOR ONE YEAR, at reduced rates. Round Excursion Tickets to Glasgow, the Mediterranean Ports, and homeward, at low figures. Through Tickets issued to and from any Seaport or Railway Station in the World.

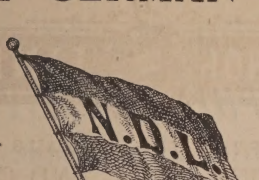
COMPANY'S OFFICES:

GLASGOW, 49 Union Street, LONDONDERRY 30 Foyle Street,
LIVERPOOL, 17 Water Street, QUEENSTOWN, Westbourne Place,
LONDON, 19 Leadenhall Street, PARIS, 3 Rue Scribe,
NEW YORK, 7 Bowling Green, CHICAGO, N. E. cor. La Salle and Madison Streets.

HENDERSON BROTHERS, *Agents.*

NORTH GERMAN LLOYD.

STEAM BETWEEN BREMEN, (via SOUTHAMPTON & HAVRE,) AND THE PORTS OF



NEW YORK, BALTIMORE, NEW ORLEANS, HAVANA, ASPINWALL, &c.

The Screw Steamers of the North German Lloyd:

RHEIN,	HERMANN,	HANSA,	HABSBURG,
MAIN,	NEW YORK,	FRANKFURT	HOHENGOLERN,
DONAU,	HANNOVER,	MOSEL,	HOHENSTAUFFER,
DEUTSCHLAND,	STRASSBURG,	BERLIN,	SALIER,
KOLN,	BALTIMORE,	BISMARCK,	BRAUNSCHWEIG,
NECKAR,	OHIO,	GRAF MOLTKE,	NURNBERG,
LEIPZIG,	AMERICA,	ODER,	GENERAL WERDER,
WESER,	BREMEN,	KRONPRINZ FRIEDRICH WILHELM.	

GENERAL VON ROON.

These Vessels carry the German, British and United States Mails, and leave

BREMEN, for New York, by Southampton, every Saturday.
" for Baltimore, on alternate Wednesdays.
SOUTHAMPTON, for New York, every Tuesday.
" for Baltimore, on alternate Saturdays.
NEW YORK, for Southampton and Bremen, every Saturday.
BALTIMORE, for Southampton and Bremen, every alternate Saturday.

The above vessels have been constructed in the most approved manner; they are of 3,000 tons, and 700 horse-power each, and are commanded by men of character and experience, who will make every exertion to promote the comfort and convenience of passengers. They touch at Southampton or the outward trip, for the purpose of landing passengers for England and France.

These Vessels take Freight to Bremen, London, Hull, Rotterdam, Antwerp and Hamburg, for which through bills of lading are signed.

An experienced surgeon is attached to each vessel.

All letters must pass through the post office.

Specie taken to Havre, Southampton and Bremen at the lowest rates.

For Prices of Passage, and all further particulars, apply to NORTH GERMAN LLOYD, *Bremen;* KELLER, WALLIS & POSTLETHWAITE, *Southampton and London;* PHILLIPPS, GRAVES, PHILLIPPS & CO., *London;* L'HERBETTE, KANE & CO., *Havre and Paris;* OELRICHS & CO., *New York;* A. SCHUMACHER & CO., *Baltimore;* ED. F. STOCKMEYER & CO., *New Orleans;* H. UPMAN & CO., *Havana;* W. P. MAAL Y HERMANO, *Aspinwall.*

AMERICAN LINE

MAIL STEAMERS.

PHILADELPHIA AND LIVERPOOL

Calling at Queenstown.

The only Line Sailing under the

American Flag.

PENNSYLVANIA, INDIANA,
OHIO, ABBOTSFORD
KENILWORTH, ILLINOIS.

AND OTHER FIRST-CLASS STEAMERS.

Every Thursday from Philadelphia.

Every Wednesday from Liverpool.

Tickets { At the Lowest Rates to and from all Principal Points in Great Britain, Ireland and the Continent.

DRAFTS FOR SALE IN SUMS TO SUIT.

For TICKETS and further information, apply to

PETER WRIGHT & SONS,

General Agents,

307 WALNUT STREET, PHILADELPHIA.

RICHARDSON, SPENCE & CO., Agents,

LIVERPOOL.

PACIFIC MAIL STEAMSHIP CO.'S

NEW AND MAGNIFICENT STEAMERS,

Carrying Mails, Passengers and Freight to

SAN FRANCISCO, CHINA AND JAPAN,

Via Kingston (Jamaica), and Isthmus of Panama,

Making connections for all Central and South American and Mexican ports.

DEPARTURES.

New York to San Francisco and vice versa, every alternate Saturday.

San Francisco to China and Japan, every 15 days.

COMPANY'S FLEET.

CITY OF PEKING,	CITY OF TOKIO,	CITY OF PANAMA,
CITY OF GUATEMALA,	COLON,	ACAPULCO,
GRANADA,	COLIMA.	HENRY CHAUNCY,
RISING STAR,	MONTANA, (S. W.)	ARIZONA,
CONSTITUTION,	MOHONGO,	NEVADA,
CALIFORNIA,	ORIZABA,	PACIFIC,
HONDURAS,	SENATOR,	SALVADOR,
MONTANA, (screw)	COSTA RICA, (screw)	ST. LOUIS,
GREAT REPUBLIC,	ANCON,	JAPAN,
COLORADO,	CHINA,	COSTA RICA, (S.W.)
OREGONIAN,	ALASKA,	NEW YORK,
	GOLDEN AGE.	

For Passage Tickets or further information, apply to

H. J. BULLAY, *Sup't,*

Pier 42, N. R., foot of Canal St., New York.

BANKING HOUSES.

BROWN BROTHERS & CO.

59 WALL STREET, NEW YORK,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travellers, in *dollars* for use in the United States and adjacent countries, and in *Pounds Sterling* for use in any part of the world.

These credits, bearing the signature of the holder, afford a ready means of identification, and the amounts for which they are issued can be availed of from time to time, and wherever he may be, in sums to meet the requirements of the traveller.

Applications for Credits may be made to the above house direct, or through any first-class bank or banker in this country.

They also issue Commercial Credits, make Cable Transfers of Money between this Country and England, and Draw Bills of Exchange on Great Britain and Ireland.

BROWN, SHIPLEY & CO.,
Founder's Court, Lothbury, London.

BROWN, SHIPLEY & CO.,
Chapel Street, Liverpool.

DREXEL, MORGAN & CO.,

WALL STREET, CORNER OF BROAD,

NEW YORK,

DREXEL & CO.
34 South Third Street,
PHILADELPHIA.

DREXEL, HARJES & CO.
3, Rue Scribe,
PARIS.

ISSUE

COMMERCIAL AND TRAVELLING CREDITS

Available in all parts of the World.

TELEGRAPHIC TRANSFERS

TO AND FROM EUROPE, HAVANA AND SAN FRANCISCO.

Attorneys and Agents of

Messrs. J. S. MORGAN & CO., LONDON.

Duncan, Sherman & Co.,

BANKERS,

Corner of Pine and Nassau Sts., New York,

ISSUE

CIRCULAR NOTES AND TRAVELING CREDITS,

Available in all the Principal Cities of the World.

TRANSFERS OF MONEY BY TELEGRAPH TO EUROPE, CUBA, AND THE PACIFIC COAST.

Accounts of Country Banks and others Received.

John Munroe & Company,

BANKERS,

No. 8 *Wall Street, New York, and*

No. 41 *State Street, Boston,*

ISSUE

CIRCULAR LETTERS OF CREDIT FOR TRAVELERS,

ON THE

CONSOLIDATED BANK, London,

AND ON

Munroe & Company,

No. 7 *Rue Scribe, PARIS.*

EXCHANGE ON LONDON AND PARIS

MORTON, BLISS & CO.,

BANKERS,

1 Broad Street, New York,

ISSUE

CIRCULAR NOTES AND LETTERS OF CREDIT

For Travellers; also

COMMERCIAL CREDITS

available in all parts of the world.

Negotiate First-Class Railway, City and State Loans, make Telegraphic Transfers of Money, allow Interest on Deposits and Draw Exchange on

MORTON, ROSE & CO., London,

HOTTINGUER & CO., Paris,

HOPE & CO., Amsterdam.

WILLIAMS & GUION,

63 WALL ST., NEW YORK.

Travelers' and Commercial Credits Issued,

Available in all parts of Europe, &c.

BILLS OF EXCHANGE

Drawn in sums to suit purchasers; ALSO CABLE TRANSFERS.

Advances Made upon Consignments of Cotton and other Produce to Ourselves or Correspondents.

ALEX. S. PETRIE & CO., LONDON.

GUION & CO., LIVERPOOL.

INSURANCE COMPANIES.

HANOVER

FIRE INSURANCE COMPANY,

OF THE CITY OF NEW YORK,

Office, No. 120 Broadway, cor. Cedar St.,

(EQUITABLE LIFE ASSURANCE CO'S BUILDING.)

INCORPORATED 1852.

BENJAMIN S. WALCOTT, *President.*
I. REMSEN LANE, *Secretary.*
C. L. ROE, *Ass't Secretary, (Local Dep't.)*

Cash Assets, - - - $1,426,954 82.

AGENCIES IN ALL THE PRINCIPAL TOWNS IN THE UNITED STATES.

Eastern Agency Department, - - THOMAS JAMES, *Actuary.*
Western and Southern Agency Department, "The Underwriters Agency." A. STODDART, *General Agent.*

THE

EQUITABLE

LIFE ASSURANCE SOCIETY

OF THE UNITED STATES.

No. 120 *BROADWAY, NEW YORK.*

Assets, . $25,981,757.44

New Business of 1874. $34,189,815.00.

Policies in 1874, 9,610.

Surplus, . $3,662,587.28

ALL CASH. PURELY MUTUAL. ANNUAL DIVIDENDS.

New Business larger than any other Company in America or Europe. Average Annual Growth greater than any other leading Company. Percentage of Losses to Policies in force, less than any other. Percentage of Expenses to Income, less than the average of other New York Companies.

OFFICERS:

WILLIAM C. ALEXANDER, *President.*

HENRY B. HYDE, JAMES W. ALEXANDER, } *Vice-Presidents.*

SAM'L BORROWE, *Secretary.*

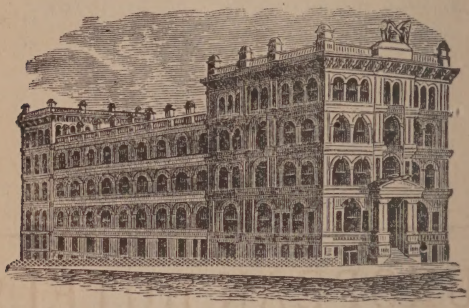
WILLIAM ALEXANDER, *Ass't Secretary.*

GEO. W. PHILLIPS, J. G. VAN CISE, } *Actuaries.*

W. P. HALSTED. THEODORE WESTON, } *Auditors.*

Commenced Business in 1845.

NEW YORK
LIFE INSURANCE CO.



346 & 348 BROADWAY.

ASSETS, January 1st, 1875, $27,348,667.08.

ANNUAL INCOME, same date, $8,059,561.11.

DIVISIBLE SURPLUS, same date, $2,184,724.05.

Its Experience of more than a Quarter Century is an assurance against all doubtful experiments in the conduct of its business.

It grants all desirable forms of Life Insurance,
On Practical Plans and most Favorable Terms.

ORDINARY LIFE POLICIES, LIMITED-PAYMENT LIFE POLICIES, ENDOWMENTS, ANNUITIES, AND TONTINE INVESTMENT POLICIES.

THEODORE M. BANTA, Cashier.

D. O'DELL, Sup't of Agencies.

MORRIS FRANKLIN,
President.

WILLIAM H. BEERS,
Vice-Pres't and Actuary.

EUROPEAN HOTELS.

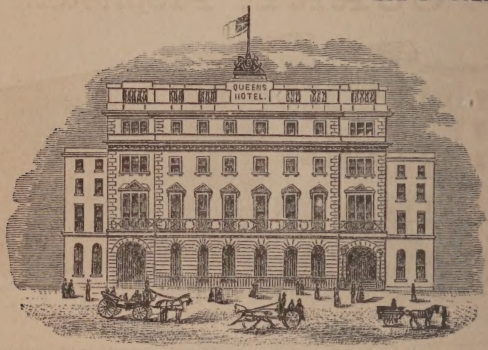
THE

QUEEN'S HOTEL

QUEENSTOWN,

(CO. CORK,)

Ireland.



W. RAYMOND, Proprietor,

(Long connected with the Royal Cork Yacht Club.)

The Queen's Hotel has an admirable location on the esplanade,

OVERLOOKING QUEENSTOWN HARBOR

and the arrival and departure of all American Steamers.

It is unrivalled in the convenience it offers as a place of stoppage on first arrival in Ireland, and on taking steamer for departure. Is also the most favorable house for sojourn, for the fine air and bathing of the favorite

Bathing Resort of the South of Ireland.

for excursions on the Lee, to Cloyne, and to many other points of great interest in the vicinity.

☞ *Unexceptionably kept, under new management.*

IMPERIAL HOTEL,

PEMBROKE STREET,

CORK, IRELAND.

P. CURRY, Proprietor.

This long-established and well-known Hotel is conducted on the most approved and modern system. It possesses every requisite to promote the comfort and convenience of Tourists. The Hotel contains

ONE HUNDRED AND TEN BEDROOMS,

Ball Room, Two Coffee Rooms, Commercial Room, a Drawing Room for Ladies and Families, several Suites of Private Apartments, Smoking and Billiard Rooms, Bath Rooms, &c., &c.

A TABLE D'HOTE DAILY.

The Hotel adjoins the General Post-Office, as also the Commercial Building, where Merchants meet on 'Change, and the earliest Telegraphic News is received at the Reading Room, to which Visitors to the Hotel have free access. It has been patronized within the last few years by all the different Sovereigns and Royal Families of Europe visiting Ireland,—by all the successive Lords-Lieutenant,—and has, every season,

THE BEST AMERICAN PATRONAGE.

THE CHARGES WILL BE FOUND MOST MODERATE.

The IMPERIAL Omnibuses attend the arrival and departure of each Train.

WILSON'S
Royal Victoria Hotel,

CORK,

IRELAND.

ROBERT WILSON, PROPRIETOR.

This favorite Hotel has an

Unequaled Location on Patrick Street,

(the Broadway of Cork), within short reach of Patrick's Quay and Bridge, the Queenstown Boats, railway stations, and all points of interest in the city.

It has been a place of chosen resort, under the management of the same proprietor, for many years, for

New-Yorkers and other Americans,

who consider the ROYAL VICTORIA indispensable for the full enjoyment of the

QUEEN CITY OF THE SOUTH OF IRELAND.

Omnibuses at all Trains.

THE

Royal Victoria Hotel,

LAKES OF KILLARNEY,

IRELAND.

MRS. O'LEARY, Proprietor.

Situated on the very Shore of the Lower Lake, at its most beautiful point, immediately opposite the two points of first interest,

INNISFALLEN AND ROSS ISLAND.

And affording every facility for easy and expeditious visits to

THE GAP OF DUNLOE,
MUCROSS ABBEY,
THE RUINS OF AGHADOE,
&c., &c.

FAVORITE RESORT OF AMERICANS.

TABLE D'HOTE DAILY.

Boats for the Tour of the Lakes, Jaunting-Cars for the Drives, and Horses for the Gap, always in readiness,

AT REASONABLE PRICES.

THE SHELBOURNE HOTEL,

ST. STEPHEN'S-GREEN,

DUBLIN, IRELAND.

Messrs. JURY & COTTON,

Proprietors.

This splendid Hotel, one of the finest in Europe, was reopened in 1867, after having been rebuilt from the foundation, and

ALL MODERN IMPROVEMENTS ADDED,

Including

FIRE-ESCAPE AND PATENT ELEVATOR,

Giving easy access to upper rooms.

It contains, on the ground floor, a magnificent Coffee Room, a Ladies' Coffee Room, a Table d'Hote Room, and a General Reading Room. There are also a Smoking Room, a Billiard Room, a *Hair-dressing Room and a Telegraph Office.* In addition to these, there are six floors, containing

One Hundred and Fifty Bedrooms,

With Bath Rooms, and 24 first-class Sitting Rooms, arranged *en suite* for the convenience of families, whereby the privacy of home, with the completeness of a first-class establishment, is secured.

The situation of the Hotel is the most delightful in the city. Its aspect is southerly, and from each window a splendid view of the Dublin and Wicklow Mountains is obtained, whilst it has the advantage of possessing, for the use of its visitors, the large and beautifully laid out pleasure-grounds of the Green. As respects the Railways, the situation is also more central than that of any other Hotel in Dublin.

TABLE D'HOTE DAILY.

***Every** arrangement for the comfort of American Visitors.*

THE

GRESHAM HOTEL

CO. (*LIMITED,*)

DUBLIN.

This magnificent establishment—admitted to be one of the best in Europe—patronized by the imperial family of France, and several of the reigning families of the Continent, ex-Presidents of America, Ambassadors, Nobility, Gentry, and the public from all parts of the world. It has been remodelled, elegantly furnished, and with entire renovations, is now

Replete with every possible modern improvement.

It contains 120 Bed-rooms, 19 magnificent Drawing-rooms and Sitting-rooms, with spacious and elegant Coffee-rooms for Ladies and Gentlemen;

A Superb Billiard & Smoking Room,

with several suits of rooms particularly adapted for families.

The proprietors, being determined not only to maintain the world-wide reputation of THE GRESHAM HOTEL, but to meet the advance of public opinion respecting the Charges of First-Class Hotels, have decided upon a reduction of their Tariff, now in operation, and to which they invite the attention of the Nobility, Gentry, Tourists and Families.

The leading American Journals taken in.

CONTINENTAL LANGUAGES SPOKEN.

WALTER HOLDER, Manager.

GOODMAN'S
ROYAL MARINE HOTEL,
BRAY,
Co. Wicklow,
IRELAND.

C. GOODMAN, PROPRIETOR,

Late of the Shelbourne Hotel, Dublin.

This Hotel has an admirable location, on the

FINE SHORE OF THE CHANNEL,

at the south lip of Dublin Harbor (Kingstown); can be reached by rail from Dublin in a very brief and pleasant ride; and is admitted on all hands to supply

ONE OF THE FINEST SEA-SHORE AND SUMMER RESORTS IN ALL IRELAND,

besides being the point of departure (brief ride by jaunting-car) for the

CELEBRATED SCENERY OF THE DARGLE,

and other points of great interest in the County Wicklow, including Glendalough, the Seven Churches, Meeting of the Waters, etc.

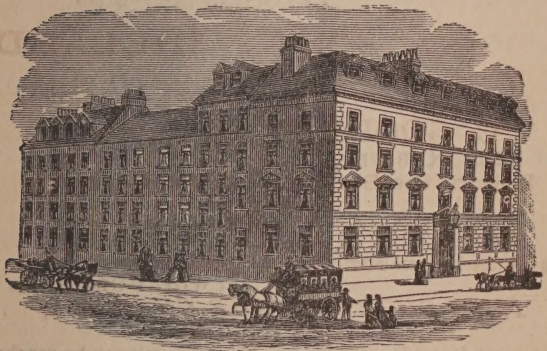
JURY'S

IMPERIAL HOTEL,

(Family and Commercial,)

DONEGALL PLACE, BELFAST,

IRELAND.



W. J. JURY, Proprietor.

The leading Hotel of the North, and especially

FAVORED BY AMERICAN TRAVELLERS.

It is elegantly located, has all modern improvements, including

HOT, COLD, AND SHOWER BATHS;

SUPPLIES

DAILY TABLE D'HOTE;

Has Omnibuses always in attendance, to convey Passengers and their luggage; and affords a principal link of comfort in the chain of travel, for tourists

Going North to Derry or the Giant's Causeway.

☞ This house is specially connected with Shelbourne Hotel, Dublin; Imperial Hotel, Cork; and Jury's Hotel, Londonderry.

JURY'S HOTEL,

(LATE MCCORMICK'S,)

LONDONDERRY,

IRELAND,

HAS BEEN REBUILT,

MUCH ENLARGED AND

NEWLY FURNISHED.

GEORGE JURY, PROPRIETOR.

This house is specially connected with the Shelbourne Hotel, Dublin; Imperial Hotel, Cork; and Imperial Hotel, Belfast.

HAS OMNIBUSES IN ATTENDANCE AT ALL THE RAILWAY STATIONS AND STEAM PACKETS.

The Balmoral Hotel,

91 Princes Street, Edinburgh.

JOHN GRIEVE, Proprietor.

This old-established Hotel, reconstructed and refurnished throughout, in the most elegant manner, from designs by the best artists, under the personal direction of JOHN GRIEVE, of St. James' Hall, London, (the Proprietor,) is now open for the reception of visitors.

THE PUBLIC DINING AND DRAWING ROOMS are specially elegant and commodious, commanding fine views of Princes Street Gardens, Edinburgh Castle, and other interesting features of the "Modern Athens," whilst a snug Smoking-Room, convenient Lavatories, and unlimited Water supplies throughout the establishment, add largely to the comfort of the visitor.

THE WINE CELLARS are largely stocked with the best vintages obtained from Merchant and Shipping Houses, with which Mr. Grieve has done a large business for many years; and the Kitchens, administered by English and Foreign Cooks, leave nothing to be desired in the art of satisfying the most fastidious palate.

The charges of the BALMORAL will compare favorably even with those of minor hotels. Lists of prices will be forwarded on application to the Manager.

In devising many necessary alterations and in entirely refurnishing the house, Mr. GRIEVE, while he has been careful to maintain the high character which the BALMORAL has always maintained as an elegant and comfortable residence for the nobility and gentry, is desirous of calling attention to the fact that he has very carefully studied the comfort and requirements of families and gentlemen visiting Scotland, and respectfully requests ladies and gentlemen passing through Edinburgh to visit the BALMORAL, and judge of the accommodation and charges for themselves.

CONTINENTAL LANGUAGES SPOKEN.

Table d'Hôte at Six o'clock.

Turkish, Hot, Cold, Shower, and Douche Baths on the Premises.

E. W. THIEM, (late of New York,) Manager.

EBERLE'S

ALEXANDRA AND ROYAL HOTELS,

DALE ST. (near the Exchange),

LIVERPOOL, ENGLAND.

These Houses, most commodiously situated, on

THE PLEASANTEST STREET IN LIVERPOOL,

And convenient at once to the great Railway and Shipping Centres, Mercantile Buildings, etc., are now the recognized

FAVORITE RESORT OF AMERICANS,

From their possession of

ALL MODERN IMPROVEMENTS & ADVANTAGES,

(Hot and Cold Baths and Gas throughout included); their excellent rooms, careful attendance,

MODERATE PRICES, AND SOLID COMFORT.

The elegant "Peabody Chambers,"

in the "Royal," so long occupied by the late GEORGE PEABODY, command the especial attention of his countrymen.

Open at all hours for the reception of late arrivals.

THE

MIDLAND GRAND HOTEL,

ST. PANCRAS STATION,

(OF THE GREAT MIDLAND RAILWAY,)

LONDON.

ROBERT ETZENBERGER, Manager.

This magnificent new Hotel, occupying the front of the immense St. Pancras Station of the Midland Railway, connecting to and from Leicester, Derby, Liverpool, and all the North and West—is also in the immediate neighborhood of the Euston Station of the London and North-Western Railway; the King's Cross Station of the Great Northern; and accessible from all points by omnibus and street railway.

The Hotel has OVER 500 ROOMS, and is supplied with

EVERY MODERN CONVENIENCE DEMANDED BY AMERICANS;

aiming and claiming to be

The First Hotel for Americans in the Metropolis.

WOODS' HOTEL,

Furnival's Inn, Holborn,

LONDON.

WILLIAM ARNELL, Proprietor.

This Hotel, long a favorite with American Tourists of experience, offers the first inducements to travelers who desire

STRICTLY FIRST-CLASS ACCOMMODATION

AT

PRICES AS MODERATE AS THOSE CHARGED BY HOUSES FAR INFERIOR.

Among the especial advantages of Woods' Hotel, are :—

1.—*Centrality of Location to all the attractions of London.*

2.—*Freedom from the disturbing noises of houses located on the street.*

3.—*Completeness and Elegance of Apartments, in single rooms or suites.*

4.—*Careful and punctual attendance.*

5.—*Admitted excellence of Table, Wines, &c.*

6.—*Reasonable Scale of Charges.*

MORLEY'S HOTEL,

TRAFALGAR SQUARE,

LONDON, ENGLAND.

This well-known and favorite House continues under the management of

MESSRS. W. & G. JAMES,

For twenty-five years connected with its control, and familiar with the wishes and demands of the travelling public.

MORLEY'S is most conveniently situated, immediately at the "cab-centre" at Charing Cross, in the close neighborhood of the Parliament Houses, Westminster Abbey, the National Gallery, etc., and commanding a matchless view of Trafalgar Square, its Monuments, the Parks, etc.

MORLEY'S has been long and freely favored with

DISTINGUISHED AMERICAN PATRONAGE,

And offers, besides its unexceptionable character as a Hotel, many associations

ATTRACTIVE TO TRANSATLANTIC VISITORS.

THE

CLIFTONVILLE HOTEL,

MARGATE,

KENT, ENGLAND.

JOHN GRIEVE, Proprietor.

☞ The favorite hotel of this attractive watering-place on the Channel; admirably located, and entertaining the best class of visitors to the "Isle of Thanet" and vicinity.

THE

ST. JAMES RESTAURANT,

LONDON.

BY APPOINTMENT.

JOHN GRIEVE,

WINE MERCHANT,

69, AND 71, REGENT STREET, AND 28, PICCADILLY.

PURVEYOR OF TURTLE.

Recherche Dinners and Ball Suppers. Meals a la Carte.

MRS. WRIGHT'S

American Boarding-House,

15, Upper Woburn Place,

TAVISTOCK SQUARE, LONDON.

This house is located in one of the most beautiful and most eligible portions of the great city; in the immediate neighborhood of the MIDLAND, LONDON, AND NORTH-WESTERN, and GREAT NORTHERN RAILWAY STATIONS, ("St. Pancras," "Euston," and "King's Cross"); but a few minutes walk from the BRITISH MUSEUM; and easily

ACCESSIBLE FROM ALL DIRECTIONS BY OMNIBUSES AND STREET RAILWAYS.

It will be found to be kept and managed strictly on the American system, affording all home comforts, at moderate rates; yearly patronized by more and more of the leading American families, and deserving, as well as claiming, the name of the

"AMERICAN HOME IN LONDON."

SPLENDIDE HOTEL,

No. 1 Place de l'Opera,

Corner of the Rue de la Paix,

(Entrance, 61 Avenue de l'Opera),

PARIS.

This first-class Hotel, one of the most elegantly furnished in Paris, is equally notable for its incomparable situation at the most attractive point of the great city, for its capacity, comfort and excellent attendance.

Rooms at from 4 to 25 Francs per Day, suiting all purses.

Handsome Apartments; Reading Room; Conversational Saloon; Baths; Smoking Room; an Elevator for the use of Visitors.

HOTEL D'ANGLETERRE,

(Englischer Hof,)

PRAGUE, BOHEMIA.

Proprietor, MR. F. HÜTTIG. Manager, MR. EDWARD HÜTTIG.

First-Class Establishment, located near the Railway Depot and Post Office. Much frequented by American and English Travellers, for its moderate charges, comfort and cleanliness.

Table d'Hote at 4 o'clock. Dinner a la Carte at any hour. American and English Newspapers.

☞ Mr. Edward Hüttig has spent several years in America, and thoroughly understands American wants and wishes.

ESTABLISHED OVER THIRTY YEARS.

FOLKESTONE HOTEL,

9 RUE CASTELLANE,

(Do not mistake with Castiglione,)

Near the Madeleine, leading into the rue Tronchet,

PARIS.

English and American families will find in this Hotel the comfort and tranquillity of Home. Breakfasts and Dinners served in the apartments Separate Breakfasts (a l'Anglaise) if desired. Table d'Hote. Single rooms from 2frs. per day. From 8 shillings a day, everything included. Arrangements by the day, week or month.

ENGLISH SPOKEN.

American Advertising Agency

ESTABLISHED 1860.

GUN & CO.

516 Oxford St., W., - - LONDON.

PARIS BRANCH:

LOUIS,

20 Rue des Acacias,

AVENUE de la GRAND ARMÉE.

Special Agents for MORFORD'S SHORT-TRIP GUIDES to Europe and America.

HOTEL VICTORIA,

INTERLAKEN,

SWITZERLAND.

One of the most extensive and elegant establishments in Switzerland, with unsurpassed location, commanding finest views of the Jungfrau and other mountains of the Bernese Oberland. ENGLISH SPOKEN. Every attention paid to American and other tourists, under the personal supervision of

M. RUCHTI, Proprietor.

HOTEL DE L'EUROPE.

Brussels, Belgium.

For Families, Private or Commercial Gentlemen.

In the PLACE ROYALE, in a fine Open and Healthy Situation.

Excellent accommodation, and moderate charges, civility and attention, recommend this Hotel to the esteemed patronage of English and American visitors. Most of the rooms overlook the Place Royale and the Park

The situation of this favorite Hotel, facing the South and South-West, immediately opposite the new palace of the Count and Countess de Flandres, is highly desirable, gay and warm, the air pure and salubrious, and the view of the beautiful Place Royale, and Park, always cheerful and animated. Families or gentlemen can pre engage rooms by letter or telegram, or always secure the first choice by proceeding direct by Cab to the Hotel de l'Europe, immediately on the arrival of the Train. First Table d'Hote at 5 o'clock; Second Table d Hote at 7.15 for travellers from London *via* Calais or Ostend. Master and Attendants speak English.

HOTEL BELLE-VUE,

Karl's Platz,

MUNICH, BAVARIA.

J. MUNKERT, . . . Proprietor.

This Hotel is charmingly as well as conveniently located on one of the pleasantest public squares of the city, in the immediate neighborhood of the principal Railways, and within a short distance of the Royal Residence and other prominent buildings, the Pinacotheks, and other great art-centres and places of everyday resort by visitors. English Spoken.

HOTEL D'ANGLETERRE,

NICE.

J. H. T. STEINBRÜCK, Owner.

A first-class Establishment, with English Garden, full Southern View and outlook over the Mediterranean, and excellent Wines and Table. Patronized by the Royal Family of England, and the best American families. Prices moderate; and special arrangements made with large families accompanied by children and servants.

HOTEL BELLEVUE,

ZURICH,

SWITZERLAND.

ERMELL & POHL, ... Proprietors.

One of the finest and best-conducted Hotels, in a surpassingly magnificent position on the shore of the Lake of Zurich, with SPLENDID VIEWS from all the rooms and balconies. Well furnished READING, SMOKING and BILLIARD ROOMS. *Careful and Civil Attendance at Moderate Charges.*

ARRANGEMENTS MADE DURING THE WINTER EN PENSION.

Zurich, being considered the *first place for public and private instruction*, (Public Schools, Cantonal College, Federal Polytechnic Institution, &c.), families intending a stay may apply to the proprietors.

HOTEL SCHWEIZERHOF,

FALLS OF THE RHINE,

(NEUHAUSEN, NEAR SCHAFFHAUSEN,)

SWITZERLAND

F. WEGENSTEIN, . . . Proprietor.

This Hotel, one of the most elegant in Switzerland, is located on the high banks of the Rhine, immediately opposite and commanding a perfect view of the famous "Falls of Schaffhausen," the European Niagara, and also commands, from the front, A PROSPECT EXTENDING 180 MILES, over the whole range of the Alps, including Mont Blanc.

Public Sitting Room, Reading Room with American Papers, Billiard Room. *Choice Table and Wines, at moderate fixed prices.*

HOTEL de HOLLANDE;

And Dependance,

AU BEAU SEJOUR;

BADEN-BADEN, GERMANY.

A. Roessler, Proprietor.

Favorite and first-class Hotel, situated near the Kursaal, Promenade Grounds and Theatre, commanding one of the most charming views in Baden. Owing to rapidly increasing patronage, has been lately much enlarged, and now contains

More than 100 *Sleeping Apartments,*
Elegant Sitting Rooms, and
A Garden for the use of Visitors.

Conducted under the immediate superintendence of the proprietor, who spares no pains to merit the confidence of American and English travelers.

☞ AMERICAN AND ENGLISH NEWSPAPERS. ☜

Table d'Hote and Wines of the first quality in Baden. Fixed Moderate Charges. English Spoken.

Open during the Winter as well as Summer.

GRAND HOTEL VICTORIA,

VENICE,

ITALY.

Robert Etzenberger, Proprietor.

The largest and finest Hotel in Venice, most conveniently situated near the *Piazza of St. Marc*, *Doge's Palace*, other leading objects of attraction, and the principal Theatres. Has 180 Bed Rooms, Private Sitting Rooms, Reading Room (with Piano), Billiard and Smoking Rooms, and Baths in every variety. Service on the Swiss system. ENGLISH SPOKEN. Arrangements for Pension.

Charges more moderate than in any other first-class Hotel.

Grand Hotel de New York,

(*ANCIENT RICASOLI PALACE*,)

FLORENCE,

ITALY.

☞ This Hotel is located on the Lung'Arno, near the Palace Corsini, at the most central and convenient point of the city, and makes a specialty of accommodating English and American travel.

TABLE D'HOTE,

BATHS IN THE HOTEL.

ENGLISH SPOKEN.

Grand Hotel de la Metropole,

GENEVA,

SWITZERLAND.

M. Ch. ALDINGER, Proprietor.

This splendid modern hotel enjoys an extensive celebrity for its

Admirable Situation on the Promenade,

in front of "LAKE LEMAN," opposite the English Garden, the Bridge of Mont Blanc, and the landing-place of the steamers plying on the Lake to Villeneuve, Chillon, &c. Every attention and comfort guaranteed, under the personal superintendence of the proprietor.

300 ROOMS AND SALOONS, CONVERSATION SALOON, SMOKING AND READING ROOMS, BATHS.

☞ **AMERICAN, English, French and German Newspapers.**

ENGLISH SPOKEN.

Omnibuses to and from the Station for every train.

☞ **TABLE D'HOTE at 1, 5 and 7 P. M. Pension, from 5 francs per day.**

CHARLES LE GAY,

AMERICAN COMMISSION MERCHANT,

1, *RUE SCRIBE,*

PARIS.

☞ Purchases of Works of Art, fine Parisian Goods, or other desirable articles, ordered from America, or by Americans in Paris, executed with promptness and to best advantage.

WESTMINSTER HOTEL,

11 & 13 *Rue de la Paix,*

PARIS.

FIRST-RATE FAMILY HOTEL,

MUCH PATRONIZED BY

AMERICAN FAMILIES.

EUROPEAN TRAVEL.

COOK'S

Excursions, Tours, and General Traveling Arrangements.

THOMAS COOK & SON, FLEET ST., LONDON.
COOK, SON & JENKINS, 261 BROADWAY, N. Y.

PIONEERS, INAUGURATORS and PROMOTERS of the principal Systems of Tours established in Great Britain and Ireland and the Continent of Europe, have opened a Branch of their House in America, and are now giving increased attention to ordinary traveling arrangements,

WITH A VIEW OF RENDERING IT EASY, PRACTICABLE AND ECONOMICAL.

During the past thirty-three years, over four million travelers have visited near and distant points, under their management, safely and pleasantly.

Their arrangements are now so extensive, that they cover portions of the four quarters of the Globe.

At their offices can be found the Railway and Steamship Tickets used by the travelers for a journey through parts of

EUROPE, ASIA, AFRICA and AMERICA.

These Tickets allow one or more individuals to travel at any time, by any train, steamer or diligence, by the route specified They are first or second-class, and allow breaks of journey at all places of interest to the tourist or pleasure seeker. The great advantages derived from their system are the prevention of loss from exchange of money, through the differences of currencies in a European or Oriental tour, the prevention of imposition, overcharges, &c., &c., and the fact that most of the tickets are at reductions varying from ten to forty-five per cent. from the ordinary fares, while all the tickets issued by them give the holder privileges which the ordinary tickets do not. Those contemplating a tour to Europe should apply personally or by letter to Messrs. Cook, Son & Jenkins, giving an outline of the tour they wish to take; in reply to which a quotation will be given showing the total expense, including, if desired, hotel accommodations.

THOS. COOK & SON,
Tourist Offices, Ludgate Circus,
FLEET STREET, LONDON.

GLASGOW AND THE HIGHLANDS.

(Royal Route, via Crinan and Caledonian Canals.)

THE ROYAL MAIL STEAMERS

IONA,	EDINBURGH CASTLE,	CLYDESDALE,
CHEVALIER,	LINNET,	CLANSMAN,
GONDOLIER,	STAFFA,	CYGNET,
MOUNTAINEER,	MARY JANE,	AND
PIONEER,	INVERARAY CASTLE,	PLOVER.

SAIL DURING THE SEASON

FOR

OBAN, FORT WILLIAM, INVERNESS, STAFFA, IONA, GLENCOE, TOBERMORY, PORTREE, GAIRLOCH, ULLAPOOL, LOCHNIVER, and STORNOWAY.

Affording Tourists an opportunity of visiting the magnificent Scenery of Glencoe, the Coolin Hills, Loch Cornisk, Loch Maree, and the famed Islands of Staffa and Iona.

These vessels afford in their passage a view of the beautiful Scenery of the Clyde, with all its Watering Places, the Island and Kyles of Bute, Island of Arran, Mountains of Cowal, Knapdale, and Kintyre; Loch Fyne; Crinan, with the Islands of Jura, Scarba, Mull, and many others of the Western Sea; the Whirlpool of Corryvrechan; the Mountains of Lorn, of Morven, of Appin, of Kingairloch, and Ben Nevis; Inverlochy; the lands of Lochiel, the Scene of the Wanderings of Prince Charles, and near to where Clans raised his standard in '45; Lochaber, the Caledonian Canal, Loch Lochy, Loch Oich, Loch Ness, with the Glens and Mountains on either side, and the celebrated Falls of Foyers.

Time Bills, with Maps, to be had free in New York, or by Post, on application to the Proprietors,

DAVID HUTCHESON & CO.,

119 *Hope Street, Glasgow.*

BAZAR DU VOYAGE,

No. 1 Wall Street,

Cor. Broadway, *NEW YORK CITY.*

J. HAMILTON, JR.,

Importer and Manufacturer of

Trunks, Bags, Umbrellas, Steamer-Chairs, Flasks,

And all articles for travellers' use.

EUROPEAN OUTFITS A SPECIALTY.

PASSPORTS PROCURED

WITH GREAT EXPEDITION AND CORRECTNESS,

AT THE

NOTARIAL, LAW & COLLECTION OFFICE

OF

JAMES TAYLOR,

Attorney and Counsellor at Law,

NOTARY PUBLIC,

U. S. Commissioner and Commissioner for all the States,

No. 383 BROADWAY,

Near White Street, NEW YORK.

AMERICAN HOTELS.

Grand Central Hotel,

Broadway, opposite Bond Street,

NEW YORK CITY.

H. L. POWERS, Proprietor.

One of the largest, most eligibly located, and handsomest furnished Hotels in America. Passenger Lift, Grand Exchange, Telegraph Office. Carriages on call, and every modern convenience.

TERMS: only $3.00 to $4.00 per day, according to location.

OCCIDENTAL HOTEL,

Montgomery Street,

SAN FRANCISCO.

The OCCIDENTAL HOTEL is located on Montgomery Street—the fashionable promenade of the City—and has a frontage of 275 feet extending from Bush to Sutter Streets, by a depth of 168½ feet. The Hotel is four stories high, and is one of the most substantial buildings in California; the foundation walls are six to eight feet thick, of the best quality of cut stone, laid in cement and lime. The Hotel contains

412 ROOMS!

Several Private Suites have Bath Rooms and Closets within each Suite.

THERE ARE ALSO BATH ROOMS ON EVERY FLOOR.

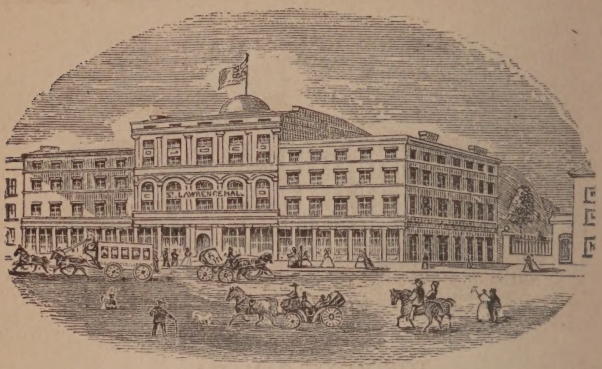
The Hotel is furnished with the latest and most improved styles of Furniture.

The table is always plentifully supplied with the choicest fruits, and all the delicacies which an abundant market can furnish.

There is a splendid Billiard Room and Bar Room, a Steam Laundry, Barber's Shop and all the other appointments necessary for a first-class Hotel, connected with this establishment.

One of OTIS BROTHERS' PASSENGER ELEVATORS, of the latest improved style, has lately been placed in the Hotel, near the office, for the accommodation of the guests.

ST. LAWRENCE HALL,



MONTREAL,

CANADA.

F. GERIKEN, - - Proprietor.

The St. Lawrence is the largest and most fashionable Hotel in the city; is patronized by the Government on all public occasions, as well as by H. R. H. the PRINCE OF WALES, H. E. the GOVERNOR-GENERAL, and H. I. H. the GRAND DUKE ALEXIS.

It is capable of accommodating comfortably over 500 people. During the past winter has been painted and renovated throughout, and entirely refurnished.

☞ The proprietor would respectfully solicit a continuance of the large English, American, and other traveling and resident patronage, so long extended to this favorite house.

ROSSIN HOUSE HOTEL,

TORONTO, CANADA.

G. P. SHEARS, PROPRIETOR.

This commodious and admirably located Hotel is finished and furnished with every regard to comfort and luxury; has hot and cold water, with Baths and Closets on each floor. The Parlors and Bed Rooms are large and well-ventilated, and arranged for private parties and families. Is the coolest summer house in Canada, and thoroughly heated by steam in winter.

CHARGES:

FIRST FLAT, - - - - - -	$3.00 per day.
SECOND " - - - - - - -	2.50 "
THIRD AND FOURTH FLATS, - -	2.00 "

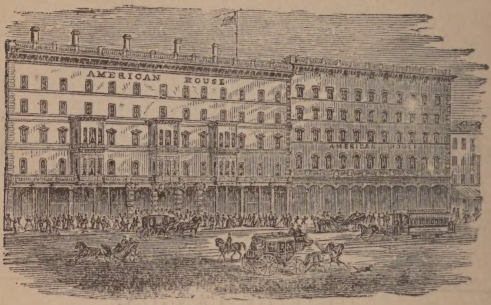
☞ SPECIAL ARRANGEMENTS MADE WITH FAMILIES AND PRIVATE PARTIES.

NOTE.—Toronto is the Capital of the Province of Ontario, and has the best Colleges and Schools, and finest Public Buildings, in Canada.

AMERICAN HOUSE,

BOSTON, MASS.

LEWIS RICE & SON, Proprietors.



The largest First Class Hotel in New England.

Centrally located on HANOVER STREET.

Convenient to the Railroads, Theatres, Post Office, and the great Business Centre of Boston. The American House contains 400 APARTMENTS and 50 SUITES OF ROOMS, with all conveniences and modern improvements. Bath-Rooms and Water Conveniences adjoin the Apartments. BILLIARD HALLS, TELEGRAPH OFFICE, and a CAFE, are connected with the Hotel, which is noted throughout the States for CLEANLINESS and COMFORT.

TUFT'S IMPROVED ELEVATOR OR VERTICAL RAILWAY is at the Service of Guests from 6.00 A.M. till midnight, affording easy access to all the Stories and Rooms in the House. The Apartments, with conveniences before named, are particularly desirable for Families and Summer Travelers. CARRIAGES may be obtained at the Hotel. Families, Tourists, and the Traveling Public will find every accommodation and comfort at this long-established and favorite house.

TERMS: $4 PER DAY.

With bath-room adjoining, $1 per day extra.

AMERICAN TRAVEL.

THE GREAT TRANS-CONTINENTAL ALL-RAIL

Union & Central Pacific Route

VIA COUNCIL BLUFFS AND OMAHA,

IS

226 Miles the SHORTEST,

FROM THE ATLANTIC COAST TO

SALT LAKE CITY,
SACRAMENTO,
SAN FRANCISCO,

AND ALL POINTS IN THE

SANDWICH ISLANDS, JAPAN,
NEW ZEALAND, CHINA,
AUSTRALIA, INDIA.

Shortest and Quickest Route

To DENVER, COL., NEW MEXICO and ARIZONA.

PULLMAN'S PALACE DAY AND SLEEPING CARS are run on all Express Trains, and passengers are *cautioned* that only those who are ticketed via Omaha are sure of securing berths to points west of Cheyenne.

Double Berth—Omaha to Ogden, $8; Ogden to San Francisco, $6.

To *Tourists, Pleasure* and *Health Seekers*, this Route offers unrivaled attractions in the beautiful Platte Valley; the grand scenery of the Snowy Range; the Passage of the Rocky Mountains (8,242 feet above the sea); the Laramie Plains; the Wahsatch and Uintah Mountains; the wild and weird Echo and Weber Canons; the Great Salt Lake and its Mormon City, surrounded by lofty mountains, rivers filled with trout, hunting grounds, medicinal springs, etc.; the Humboldt Sink; the Sierra Nevadas; the Palisades; the beautiful mountain lakes of Tahoe and Donner, and the passage of Cape Horn; making a two thousand mile panorama of unequalled grandeur and beauty.

Through Tickets for sale by F. KNOWLAND, General Agent, No. 287 Broadway, New York, and at all principal ticket offices in the country. Members of Colonies and Excursion Parties should address the General Ticket Agent for rates and arrangements.

THOS. L. KIMBALL,
Gen'l Ticket Agent, U. P. R. R., Omaha

T. H. GOODMAN,
G. P. A., C. P. R. R., San Francisco

[SEE NEXT PAGE.]

THE

Union & Central Pacific Line.

TRIP AROUND THE WORLD.

From ATLANTIC CITIES to OMAHA, (Nebraska), via the Great Trunk Lines of Railway,—about 1,400 miles, in 50 hours.

From OMAHA to SAN FRANCISCO, (California), via Union and Central Pacific Railroads.—1,914 miles, in 4 days and 6 hours.

From SAN FRANCISCO to YOKOHAMA, (Japan), by Pacific Mail Line Steamers, and by Australian and American Steamships, 4,700 miles, in 22 days.

From YOKOHAMA to HONG KONG, (China), by Pacific Mail or Peninsular and Oriental Steamers,—1,600 miles, in 6 days.

From HONG KONG to CALCUTTA, (India), by Peninsular and Oriental Steamers,—3,500 miles, in 14 days.

Or from San Francisco to Calcutta via Australia, as follows:

From SAN FRANCISCO to HONOLULU, (Sandwich Islands), by United States, New Zealand and Australia Mail Steamship Line,—2,110 miles, in 10 days.

From HONOLULU to AUCKLAND, (New Zealand), by U. S., New Zealand and Aus. S. S. Line,—3,800 miles, in 14 days.

From AUCKLAND to SYDNEY, (Australia), by U. S., New Zealand and Aus. S. S. Line,—1,277 miles, in 5 days.

From SYDNEY to MELBOURNE, (Australia), by Peninsular and Oriental Steamers,—560 miles, in 3 days.

From MELBOURNE to GALLE, (Ceylon), by Peninsular and Oriental Steamers,—4,670 miles, in 21 days.

From GALLE to CALCUTTA, (India), by Peninsular and Oriental Steamers,—1,315 miles, in 7 days.

From CALCUTTA to BOMBAY, (India), by the East Indian and Great Indian Peninsular Railways,—1,400 miles, in 2 days.

From BOMBAY to SUEZ, (Egypt), by Peninsular and Oriental Steamers,—3,600 miles, in 14 days.

From SUEZ to ALEXANDRIA, (Egypt), by Rail along the Suez Canal,—225 miles, in 12 hours.

From ALEXANDRIA to BRINDISI, (Italy), by Peninsular and Oriental Steamers,—850 miles in 3 days.

From BRINDISI to LONDON, (England), by Rail, via Paris or the Rhine,—1,200 miles, in 3 days.

From LONDON to LIVERPOOL, (England), by Railway,—200 miles, in 5 hours.

From LIVERPOOL to ATLANTIC CITIES, (America), by either of the Great Atlantic S. S. Lines,—3,000 miles, in 10 days.

Total distance, 23, 589 miles. Time, 81 days.

OFFICES:

No. 287 Broadway, New York.

Cor. 4th & Townsend Sts., San Francisco; and

***General** Foreign Agency, W. C. THOMPSON,*

22 Moorgate St., London.

[SEE PRECEDING PAGE.]

THE PENNSYLVANIA RAILROAD

IS THE GREAT

TRUNK LINE AND MAIL ROUTE

OF THE UNITED STATES.

IT TRAVERSES the most interesting portions of the North American Continent, and unites by unbroken tracks all the principal cities on the ATLANTIC COAST, on the GREAT LAKES, and in the MISSISSIPPI VALLEY.

THROUGH TRAINS

are run over its lines between New York, Philadelphia, Baltimore and Washington, in the East, and Buffalo, Rochester, Erie, Cleveland, Detroit, Chicago, St. Louis, Cincinnati, and Louisville, in the North, West, and South-west.

THE PENNSYLVANIA RAILROAD

IS THE

Best Constructed Railway on the American Continent.

ITS MAIN LINES are laid with a DOUBLE TRACK OF STEEL RAILS, secured on Oak Ties imbedded in broken-stone ballast, which renders them impervious to the action of frosts or freshets, and prevents annoyance from dust. All bridges are of iron or stone, constructed on the best known principles for safety and durability.

THE PENNSYLVANIA RAILROAD

RUNS THE

MOST PERFECT ROLLING STOCK IN THE WORLD

ITS ENGINES are models of mechanical excellence, and its passenger cars are unequalled for comfort, elegance, and strength. SUPERIOR HOTELS and EATING HOUSES are provided at all essential points, which, from their excellence of management and reasonable charges, have become the model establishments of their kind.

THE PENNSYLVANIA RAILROAD

ENFORCES UPON ALL ITS EMPLOYES

STRICT COURTESY AND POLITENESS,

IN THEIR INTERCOURSE with the public, and uses every effort to secure the comfort and contribute to the enjoyment of its patrons.

THE

Baltimore and Ohio Railroad

AND

GREAT NATIONAL ROUTE,

THE SHORTEST ROUTE

FROM

BALTIMORE AND WASHINGTON

TO

Pittsburg, Cincinnati, Columbus, Chicago, Indianapolis, St. Louis, Kansas City, St. Joseph, Omaha, San Francisco, Louisville, Nashville, Memphis, Vicksburg, New Orleans, Mobile, Galveston, and all the leading cities of the West, South-West and the North-West.

Route passes through splendid scenery of the Allegheny Mountains, West Virginia, Ohio, &c.

DOUBLE-TRACK, STEEL-RAIL AND STONE-BALLASTED ROAD.

Magnificent Day Passenger Cars and Pullman Drawing-Room Day and Sleeping Coaches, through to Cincinnati, Chicago and St. Louis, without change.

Great Public Thoroughfare between the South-East and West.

L. M. COLE, Gen'l Ticket Agt.
E. R. DORSEY, Asst. G. T. A.
BALTIMORE.

THOS. P. BARRY,
Western Pass. Agt.
Cincinnati.

A. L. MELLEN, Gen'l New York Passenger Agent,
315 *Broadway, New York.*

CHICAGO & NORTH-WESTERN RAILWAY

Embraces, under one management, the Great Truuk Railway Lines of the

WEST AND NORTH-WEST,

And with its numerous branches and connections, forms the

SHORTEST AND QUICKEST ROUTE

BETWEEN

CHICAGO

AND ALL POINTS IN

ILLINOIS, WISCONSIN, NORTHERN MICHIGAN, MINNESOTA, IOWA, NEBRASKA,

CALIFORNIA,

AND THE WESTERN TERRITORIES.

SAN FRANCISCO, SACRAMENTO, OGDEN,

Salt Lake City,	Cedar Rapids,	Duluth,	Stevens Point,
Cheyenne,	Waterloo,	Marquette,	Sheboygan,
Denver,	Fort Dodge,	L'Anse,	Oshkosh,
Omaha,	Dubuque,	Ishpeming,	Watertown,
Council Bluffs,	La Crosse,	Negaunee,	Fond du Lac,
Yankton,	Pra. du Chien,	Escanaba,	Madison,
Sioux City,	Winona,	Green Bay,	Milwaukee,
Minneapolis,	St. Paul,	Menasha,	Ripon,

Are on the line of this Great Road, or are reached by this Route with less Changes of Cars than by any other.

The Traveling Public pronounce this THE FAVORITE ROUTE to

COUNCIL BLUFFS, OMAHA,

SALT LAKE CITY, KELTON ELKO, SACRAMENTO, SAN FRANCISCO, and all points in the TERRITORIES and on the PACIFIC COAST.

This is the Only Line which runs *Pullman Palace Cars and Superb Coaches* from CHICAGO via Dixon, Clinton and Cedar Rapids to COUNCIL BLUFFS and OMAHA Without Change of Cars,

And connects with the UNION PACIFIC R. R. for CHEVENNE, DENVER, OGDEN, and all points on the Pacific Coast.

IT IS THE SHORTEST AND BEST ROUTE.

New York Office: No. 415 Broadway. Boston Office: No. 5 State St. Chicago Ticket Offices: 62 Clark St., under Sherman House; Cor. Canal and Madison Sts.; Kinzie St. Depot, cor. W. Kinzie and Canal Sts.; Wells St. Depot, cor Wells and Kinzie Sts.

Tickets over this Route are sold by all Ticket Agents in all Coupon Ticket Offices in the United States and the Canadas.

MARVIN HUGHITT, Gen'l Superintendent.

W. H. STENNETT, Gen'l Pass. Agent.

Hudson River

BY

DAYLIGHT.

ALBANY & NEW YORK

DAY LINE

OF

STEAMBOATS,

"C. VIBBARD,"

AND

"DANIEL DREW,"

Leaving New York

***Every Morning** (Sunday excepted) from Vestry St. Pier and 23d St. (north of Erie Ferry)*

Landing at Cozzens's, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill, and Hudson, AFFORDING THE BEST MODE OF ENJOYING THE UNSURPASSED SCENERY, and of reaching the "Overlook" and "Catskill" Mountain Houses, Lebanon Springs (*via* Hudson), Sharon Springs by special train *via* Susquehanna Railway (all rail from Albany), Saratoga Springs, and all points north and west.

Leave ALBANY every morning, (Sundays excepted), at 8.30 A. M., from foot of Hamilton St.

ISAAC L. WELSH,

General Ticket Agent

AMERICAN SPECIALTIES.

MORFORD'S
SHORT-TRIP GUIDE
TO
AMERICA.

(*United States and Dominion of Canada.*)

BY HENRY MORFORD,

Author of the "Short-Trip Guide to Europe," "Over-Sea," "Paris in '67." &c.

CONTAINING:

ALL PRINCIPAL ROUTES OF TRAVEL,
SPECIAL INDEX FOR MINOR PLACES;
FULLEST PACIFIC-ROAD AND CALIFORNIA DATA;
SPECIAL TOURS IN VIRGINIA AND TO FLORIDA;
CONCISE DIRECTIONS TO ALL WATERING PLACES;
RAILWAY-MAP FROM OCEAN TO OCEAN;
SPECIAL DESCRIPTION OF PHILADELPHIA;
OFFICIAL ANNOUNCEMENT AND DESCRIPTION OF THE CENTENNIAL AND ITS BUILDINGS (with Cuts);
INTELLIGENT GUIDE TO NEW YORK CITY;
And many other Invaluable Features.

Handsome 16mo., Blue Flexible Covers, Price, $1.00

J. B. LIPPINCOTT & CO., PUBLISHERS,
PHILADELPHIA.

THE ALDINE:

THE ART JOURNAL OF AMERICA.

An Illustrated Monthly Journal, universally admitted to be the Handsomest Periodical in the World. A Representative and Champion of American Taste.

THE ALDINE, while issued with all the regularity, has none of the temporary or *timely* interest characteristic of ordinary periodicals. It is an elegant miscellany of pure, light, and graceful literature; and a collection of pictures, the rarest specimens of artistic skill, in black and white. Although each succeeding number affords a fresh pleasure to its friends, the real value and beauty of *THE ALDINE* will be most appreciated after it has been bound up at the close of the year.

The illustrations of *THE ALDINE* have won a world-wide reputation, and in the art centres of Europe it is an admitted fact that its wood cuts are examples of the highest perfection ever attained. The finest views of both the Old and New Worlds, are given continually, in alternation with the noblest productions of the Best Masters in the pictorial art; while the literary matter is under the ablest supervision and supplied by the most popular pens in Europe and America.

In honor of the Centenary of American Independence, 1875-6, *THE ALDINE* has commenced the publication of a series of *splendid full-page illustrations of the Revolutionary Struggle*, which will appear every month throughout the two years of the celebration. It has also commenced the publication of a Revolutionary Novel of startling interest, written especially for it, by an Ex-Pension Agent, and called "THE SPUR OF MONMOUTH,"—calculated to create a more assured patriotic sensation than any other national romance since Cooper's "Spy." This will be a feature of *THE ALDINE* for months, and is necessarily unattainable by any others than its subscribers.

Every subscriber to *THE ALDINE*, for 1875, will receive the beautiful picture, in oil colors, "Man's Unselfish Friend," and will also become a member of the *Aldine Art Union*, entitling to a share in the distributions of Fine Original Pictures, now being arranged.

TERMS.

One subscription, entitling to *THE ALDINE* one year, the Chromo and Art Union, $6.00 per annum, in advance. (No charge for postage.) Obtainable only by subscription,

Address,

THE ALDINE COMPANY,

58 *Maiden Lane, New York.*

THE PROPRIETORS OF THE

HOME JOURNAL,

NEW YORK,

Beg to call your attention to its peculiar value as an advertising medium for business houses in the cities and most attractive points of Europe. Established in 1846, THE HOME JOURNAL is the organ of the moneyed aristocracy of America, and of the large and yearly-increasing class who pass their summers in Europe. Hence, its circulation (of 20,000) is principally among persons likely to become, for some part of the year, your customers.

THE HOME JOURNAL is the American Society authority, being to New York what the COURT JOURNAL is to London circles of fashion, and is emphatically the medium of the best American Advertisers—in Belles-Lettres, Art, Music, Upholstery and Household Goods, Jewelry, Clothing, Toilet Articles, Insurance, Hotels, etc.—its columns presenting a complete business panorama of the best American houses.

The editors of THE HOME JOURNAL refer to Munroe & Co., Walker Andrews & Co., and Drexel, Harjes & Co., Paris; Morton, Rose & Co., of London, and other leading American banking houses in Europe, where the paper is kept on file; also, to Mr. Henry Morford, author of the European and American Guide Books.

For Advertising terms and other particulars, address the publishers,

MORRIS PHILLIPS & CO.,

3 *Park Place, New York.*

TRAVELERS' OFFICIAL GUIDE

OF THE

RAILWAYS

AND

STEAM NAVIGATION LINES

IN THE

UNITED STATES & CANADA.

The only Guide recognized by the United States Government, and railroad officers, as the standard authority for time, distances, and other statistics relative to railroads.

PUBLISHED MONTHLY,

under the auspices of the *General Ticket Agents' Association*, and sold by all news agents and periodical dealers throughout the United States and Canada; also, at the various railroad depots, and on trains. This is the

BEST ADVERTISING MEDIUM

in the country, and from its large circulation, affords unusual advantages to merchants and manufacturers.

For further particulars, as to prices of advertising, etc., application should be made to the

GENERAL EDITOR,

233 South Fifth Street,

Philadelphia, Pa.

THE SAFE DEPOSIT COMPANY

OF NEW YORK,

140, 142 & 146 BROADWAY,

CORNER LIBERTY STREET,

FRANCIS H. JENKS, Pres't.

The Building Absolutely Fire-proof, ENTIRELY OF BRICK, the brick walls of its two fronts overlaid with *WHITE MARBLE*. The first established in the World for the

SAFE-KEEPING OF VALUABLES,

BONDS, STOCKS, PLATE, JEWELRY, WILLS, &c.

(At $1 a year for $1,000 of Bonds), with Certificate of Deposit, and the

RENTING OF SAFES

(At $1 a year for $1,000 of Bonds, for which a Certificate of Deposit will be given, and the

IN ITS

FIRE AND BURGLAR-PROOF VAULTS,

Guarded Day and Night by Armed Men.

ROOMS FOR LADIES,

With every convenience, separate desks, &c., are provided. Very many ladies are renters or depositors. A policeman on the premises to assist ladies from or into conveyances, or across Broadway.

THE PUBLIC ARE INVITED TO VISIT THE PREMISES,

Whether from business or from curiosity.

At the Company's special request, *its Charter confines its business solely* to the Safe-keeping of Valuables.

A. D. HOPE, *Vice-Pres't.* FREDERICK FOSTE

ABSOLUTE SECURITY
Against ROBBERS and FIRE.

THE SAFE DEPOSIT VAULTS
OF THE
Mercantile Trust Co.,
IN THE
FIRE-PROOF EQUITABLE BUILDING,
122 and 124 Broadway, cor. Cedar Street.

Affords TOTAL avoidance of RISK to PERSON or PROPERTY. Receives and GUARANTEES against FIRE and BURGLARY, for moderate charge, and for *any period*,

BANK NOTES, GOVERNMENT AND OTHER BONDS,

DIAMONDS, JEWELLERY, PLATE,

AND OTHER VALUABLES.

When instructed REMITS for PROCEEDS of COUPONS. *RENTS SAFES* at $15 to $200, according to size. Rentors have exclusive Keys for their Safes, and the privilege of Office accommodation.

For Visitors to the City,
RAILROAD AND OTHER CORPORATIONS,
Located in New York or elsewhere,
BUSINESS FIRMS AND INDIVIDUALS,

A depository is afforded of the greatest strength, guarded incessantly by armed guards, who can obtain assistance from the police by means of the Telegraph.

ELBERT B. MONROE, Treas. WM. G. LAMBERT, Pres't.

AMERICAN FORWARDING AND EXPRESS SYSTEM

Between all parts of Europe and the United States.

S. D. JONES,

SUCCESSOR TO THE

North Atlantic Forwarding and Express COMPANY,

OFFICES:

48 BROADWAY, New York; 49 SO. FRONT ST., Philadelphia,

With Agencies in the principal cities of the United States.

CENTRAL EUROPEAN OFFICE:

5 RUE SCRIBE, PARIS.

EUROPEAN AGENCIES:

E. SCHLOSSER, 82 Rue d'Orleans, Havre.
J. DAVID, KERNKAMP & LUMSDEN, Brussels and Antwerp.
KARESCH & STOTZKY, 29 Banhofs Strasse, Bremen.
IGNATZ ROSENTHAL'S W'WE & CO., 14 Poggenmuhle Strasse, Hamburg.
GIRAUD, FRERES & CO., Marseilles.
ALLESANDRO TOMBINI, 23 Piazza S. Luigi de Francesi, Rome.

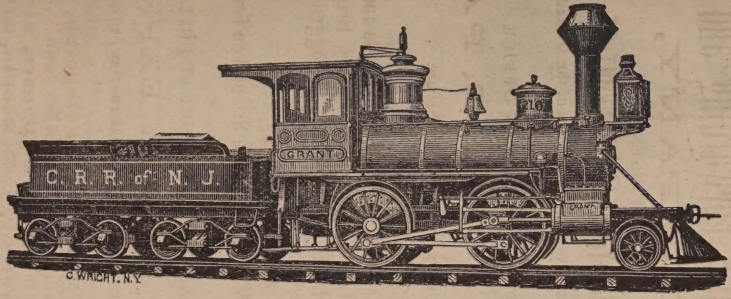
PRINCIPAL OFFICES IN GREAT BRITAIN.

ATLAS PARCEL EXPRESS.

London, 55 Aldermanbury.
Liverpool, 1 Brunswick St.
Manchester, 109 Market St.
Bradford, 26 Charles St.
Birmingham, 2 Bull St.
Newcastle on Tyne, 39 Pilgrim St.
Bristol, 80 Radcliffe St.
Londonderry, 15 Sackville St.
Glasgow, 18 So. Hanover St.
" 16 Renfield St.
Edinburgh, 1 Frederick St.
Aberdeen, 13 St. Nicholas St.
Dundee, 74 Union St.
Dublin, Bachelors Walk.
Belfast, 48 Waring St.
Leeds, 20 Trinity St.

GRANT LOCOMOTIVE WORKS.

(D. B. GRANT, PRESIDENT.)



PATERSON, NEW JERSEY.

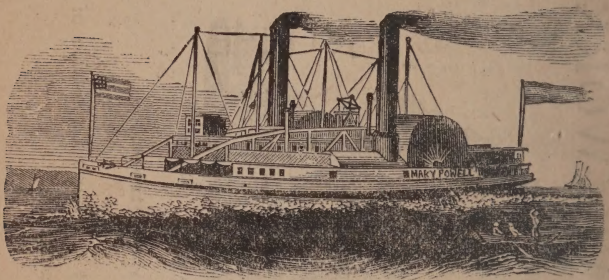
New York City Office, 33 Wall Street.

Receivers of the great Gold Medal of the first-class, at the Paris Exposition of 1867, for perfection of Locomotive manufacture.

AFTERNOON BOAT

FROM

NEW YORK TO WEST POINT, NEWBURG, POUGHKEEPSIE, RONDOUT AND KINGSTON.



THE SPLENDID AND FAVORITE STEAMER

MARY POWELL

Leaves New York, every afternoon at 3.30, from VESTRY STREET PIER, for WEST POINT, NEWBURG, POUGHKEEPSIE, RONDOUT AND KINGSTON; landing at *CORNWALL*, *MILTON*, and other popular places; passing

THROUGH THE HIGHLANDS BY DAYLIGHT,

and affording unequalled facilities for reaching the places named, and enjoying the noble scenery of the Hudson.

☞ This always magnificent Steamer, just refitted at great cost, and with large additional power, is now the type

FLOATING PALACE OF AMERICAN RIVERS.

Returning, leaves Rondout every morning at 5.30 A. M., reaching New York at 10.30.

THE IRISH RIFLE MATCH OF 1875.

rifle-match to that which was held under the the National Rifle Association, at Creedmoor, nd, in the Autumn of 1874, is to take place in Ire-

UESDAY, the 29th JUNE, 1875,

ncipal contestants being the Irish and American Teams, ers from mark probably admitted. The place of contest ly decided; but so much is known as that

rragh of Kildare, an extensive moorland, for- levoted to the great races of Ireland, but of late to large y encampments and reviews lying near the town of on the line of the Great Southern and Western Rail- tween one and two hours by rail from Dublin, or a few direct by rail from Queenstown and Cork, by Mallow, k Junction, &c.; or

mount, on the seashore, near Clontarf, on the north ublin Harbor, and at a short distance from the city. abilities, at present, are in favor of the Curragh.

he courtesy of Mr. John G. Dale and the Inman mpany, who have offered complimentary passages the American Team, that Team will leave New land, on the Steamship "CITY OF CHESTER," on Saturday, June 5th. Americans desirous of he contest, and unable to leave so early as the 5th ly sail one week or ten days later, or even by ners of Saturday, June 19th, reaching Queenstown or Monday preceding the match, and taking or Dublin or for the Curragh.

ars of Irish travel, see page 73 of this volume,

BEFORE YOU TRAVEL,

INSURE AGAINST

ACCIDENTS

IN THE

TRAVELERS' INSURANCE CO.,

No. 207 BROADWAY,

Cor Fulton St., *NEW YORK.*

Agents Everywhere.

THE MOST FAVORABLE

And most reliable of all

LIFE INSURANCE

Is to be found in

THE MUTUAL LIFE INS. CO.,

OF NEW YORK,

144 and 146 BROADWAY,

NEW-YORK CITY.

Cash Assets over $56,000,000.

F. S. WINSTON, President.